



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

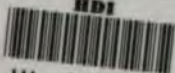
We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

HDI



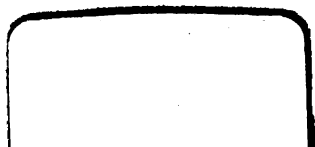
HL 2J2H Z

2 v. Given by Minn. R.R. & Warehouse Comm'n.
Pol. Econ.

11
Class *Pol. Econ.* Book
University of Chicago Library
GIVEN BY
Minn. R.R. & Warehouse Comm'n.
Besides the main topic this book also treats of
Subject No. On page Subject No. On Page

DUPLICATE
FOR EXCHANGE
THE UNIVERSITY OF CHICAGO
LIBRARIES
Per *Admiral*

CARDS MADE



$$f_{\text{eff}} = \frac{f_{\text{eff}}^{\text{max}}}{1 + \exp\left(\frac{1}{\alpha} \ln\left(\frac{f_{\text{eff}}^{\text{max}}}{f_{\text{eff}}}\right)\right)}$$

TWENTY-THIRD ANNUAL REPORT

OF THE

Railroad and Warehouse
Commission

OF MINNESOTA

TO THE

GOVERNOR

FOR THE YEAR ENDING NOVEMBER 30, 1907

1908
SYNDICATE PRINTING CO.
SAINT PAUL

STATE OF MINNESOTA.

OFFICE OF THE RAILROAD AND WAREHOUSE COMMISSION.

St. Paul, Dec. 31, 1907.

To His Excellency, John A. Johnson, Governor of Minnesota :

Sir: Pursuant to the requirements of Section 1985 of the Revised Laws of Minnesota, 1905, the Railroad and Warehouse Commission has the honor herewith to submit a report of the doings of the Commission for the year ending Nov. 30, 1907, this being the twenty-third annual report of the Commission as now organized, with such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation in its bearing upon the business and prosperity of the people of the state, with such suggestions in relation thereto as seem appropriate to the Commission.

Very respectfully, your obedient servants,

IRA B. MILLS,

C. F. STAPLES,

W. E. YOUNG,

Commissioners.

A. C. CLAUSEN, Secretary.

St. Paul, Dec. 31, 1907.

NOV 28 1915

TABLE OF CONTENTS.

Summary and comparison of returns of all railroads doing business in this state.

Work of the Commission and recommendations for legislation.

Formal and informal complaints.

Attorney General's opinions.

Statistical tables taken from railroad reports.



TWENTY-THIRD ANNUAL REPORT

OF THE

Railroad and Warehouse Commission

OF THE

STATE OF MINNESOTA

FOR THE YEAR ENDING NOVEMBER 30, 1907

RAILROAD COMPANIES' REPORTS.

RAILROAD MILEAGE IN MINNESOTA.

The total number of miles of main lines of railroad operating in Minnesota (not including local transfer lines, union depot tracks and private logging roads) on June 30th, 1907, was 8023.09 miles, and on June 30th, 1906, as shown in our report for that year, was 7937.12, which shows an increase for the year 1907 of 85.97 miles.

The mileage of terminal railways, transfer railways, bridge and belt line railways for the year ending June 30th, 1907, is 87.54, and for the year 1906, 81.56, which shows an increase for 1907 of 5.98 miles.

The total increase in mileage in Minnesota for the year ending June 30th, 1907, was 93.11 miles, and the decrease 7.14 miles, which gives a net increase of 85.97 miles, the principal increases being as follows:

Duluth & Northern Minnesota Ry.....	19.68
Being 10 miles of main line in operation for logging purposes and 9.68 of branches and spurs.	
Duluth, St. Cloud, Glencoe & Mankato Ry....	39.37
Being a new line from Albert Lea to St. Clair.	
Duluth, Rainy Lake & Winnipeg Ry.....	15.80
Being extensions of main track.	
Minneapolis & Rainy River Ry.....	11.30
Being extensions of main track.	

The decreases are logging lines taken up and changes in line causing a reduction in mileage.

The increase in the terminal transfer mileage of 5.98 miles is caused by the increased mileage of the Minnesota Transfer Railway Company.

*GROSS EARNINGS STATE OF MINNESOTA.

The total gross earnings of the railroads doing business in the State of Minnesota from freight, passenger, express, mail, demurrage, storage, car mileage and miscellaneous earnings for the year ending June 30th, 1907, were \$88,674,278, and for the year ending June 30th, 1906, \$81,619,640, which shows an increase for the year 1907 of \$7,054,638.

†OPERATING EXPENSES STATE OF MINNESOTA.

The total proportion of operating expenses applicable to the State of Minnesota as reported by the Railroad Companies for the year ending June 30th, 1907, was \$48,247,178, and for the year ending June 30th, 1906, \$41,132,454, which shows an increase for the year 1907 of \$7,114,724.

*Gross earnings consist of: Gross earnings from business originating and terminating in the State of Minnesota, and the proportion of gross earnings accruing to Minnesota on all interstate business divided on a straight mileage basis: i. e., a proportion based upon the proportion of the mileage within the state to the entire mileage over which such business is done, of earnings on all interstate business passing through, into or out of the state.

†Operating Expenses are localized where it is possible to do so and charged against the State, and what cannot be localized is charged against the State on the basis of the State Train Mileage, i. e., what the proportion of the State Train Mileage bears to the Total Train Mileage of the system.

INCOME FROM OPERATION, STATE OF MINNESOTA.

The income from operation reported by the Railroad Companies for the State of Minnesota for the year ending June 30th, 1907, was \$40,427,100, and for the previous year the same was \$40,487,186, which shows a decrease for the year 1907 of \$60,086.

ACCRUED INTEREST.

The total amount of accrued interest on funded debt and current liabilities of all Railroad Companies doing business in this State for the year ending June 30th, 1907, for their entire lines was \$48,716,088, being \$46,855,108 interest on funded debt accrued and \$1,860,980 interest on current liabilities. The total amount so accrued for the year ending June 30th, 1906, was \$47,612,563, being \$46,327,024 interest on funded debt and \$1,285,539 interest on current liabilities which shows an increase in the funded debt and current liabilities for the year 1907 of \$1,103,525.

RENTALS PAID.

The total amount of rentals paid by Railroad Companies for the use of tracks of other Railroad Companies for their entire lines for the year ending June 30th, 1907, was \$5,641,725, and for the year ending June 30th, 1906, \$5,681,640, which shows a decrease for the year 1907 of \$39,915.

DIVIDENDS.

The total amount of dividends paid by the various Railroad Companies doing business in the State of Minnesota and reported to this Commission for the year ending June 30th, 1907, for their entire lines was \$55,576,727, being \$47,212,974 on common stock and \$8,363,753 on preferred stock. The total amount of dividends paid for the year ending June 30th, 1906, was \$58,456,481, being \$46,832,865 on common stock and \$11,623,616 on preferred stock. This will show a decrease for the year 1907 on common and preferred stock of \$2,879,754. The following Companies paid dividends for the year 1907 as per the following table:

Road.	Common.	Preferred.
Chicago & North-Western Ry.....	\$6,118,577.50	\$1,791,600.00
Chicago, Burlington & Quincy Ry.....	7,758,737.00	.....
Chicago Great Western Railway.....	.....	1,611,829.00
Chicago, Milwaukee & St. Paul Ry.....	4,938,286.50	3,479,063.00
Chicago, Rock Island & Pacific Ry.....	4,116,728.00	8,598.00
Chicago, St. Paul, Mpls. & Omaha Ry.....	1,298,916.50	787,976.00
Dubuque & Sioux City (I. C.) R. R.....	470,380.00	.....
Duluth Terminal Railway.....	3,000.00	.....
Great Northern Railway.....	10,469,661.65	.....
Green Bay & Western Railroad.....	125,000.00	.....
Minneapolis & St. Louis R. R.....	.....	200,000.00
Minneapolis Eastern Railway.....	10,000.00	.....
Minneapolis, St. Paul & S. S. Marie Ry....	554,012.00	484,687.00
Northern Pacific Railway.....	10,850,000.00	.....
Railway Transfer Co. of Minneapolis.....	9,675.09	.....
Willmar & Sioux Falls Railway.....	490,000.00	.....
	<u>\$47,212,974.24</u>	<u>\$8,363,753.00</u>

In addition to the above the St. Paul, Minneapolis & Manitoba Railway Company, whose lines are leased and operated by the Great Northern Railway Company, paid dividends for the year ending June 30th, 1907, amounting to \$1,200,000.

TAXES.

The total amount paid by the Railroad Companies for taxes on their gross earnings in the State of Minnesota for the calendar year ending December 31st, 1906, amounted to \$2,389,881.14, and for the previous calendar year the sum was \$2,015,676.94, which shows an increase for the calendar year 1906 over the calendar year 1905 of \$374,204.20. The total amount of gross earnings from operation for the entire lines of all Railroad Companies doing business in this State and reporting to this Commission for the fiscal year ending June 30th, 1907, was \$480,423,672. The total amount of taxes paid on the same in all the states through which they operated is reported at \$17,007,270, which would show a tax rate of .03541 per cent on their gross earnings.

SURPLUS.

The following twenty-five companies operating railroads in Minnesota reported the surplus for their entire lines after paying operating expenses, taxes, interest, rentals, dividends, etc., on June 30th, 1907, which includes the surplus from previous years, as shown in the following statement:

Canadian Northern Railway Company.....	\$2,659,598.93
Chicago & North-Western Railway Company.....	21,787,208.46
Chicago, Burlington & Quincy Railway Company.....	47,032,730.54
Chicago Great Western Railway Company.....	267,160.72
Chicago, Milwaukee & St. Paul Railway Company.....	38,862,461.01
Chicago, Rock Island & Pacific Railway Company.....	17,113,881.73
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	3,856,210.86
Duluth & Iron Range Railroad Company.....	5,832,497.95
Duluth & Northeastern Railroad Company.....	23,400.59
Duluth & Northern Minnesota Railway Company.....	144,275.91
Duluth Belt Line.....	950.50
Duluth, St. Cloud, Glencoe & Mankato Railway Co.....	675.09
Duluth, Missabe & Northern Railway Company.....	10,071,309.81
Duluth, Rainy Lake & Winnipeg Railway Company.....	485,257.69
Great Northern Railway Company.....	23,766,719.46
Green Bay & Western Railroad Company.....	191,771.63
Iowa Central Railway Company.....	2,522,908.84
Minneapolis & St. Louis Railroad Company.....	1,478,769.51
Minneapolis, St. Paul & S. Ste. Marie Ry. Co.....	6,183,096.36
Minnesota & International Railway Company.....	452,558.11
Minnesota & North Wisconsin Railroad Company.....	193,365.70
Northern Pacific Railway Company.....	44,595,707.03
Willmar & Sioux Falls Railway Company.....	250,942.72
Winona Bridge Railway Company.....	26,057.57
Wisconsin Central Railway Company.....	1,852,377.08
	<hr/>
	\$229,661,893.80

The total surplus reported for the year ending June 30th, 1906, amounted to \$174,122,119.27. This shows an increase for the year 1907 of \$55,539,774.53.

DEFICITS.

The following six Railroad Companies operating in Minnesota show a deficit for their entire lines for the year ending June 30th, 1907, as shown below, which includes the deficits from previous years.

Dubuque & Sioux City (I. C.) Railroad Company.....	\$74,761.39
Duluth, South Shore & Atlantic Railway Company.....	2,672,292.27
Minneapolis & Rainy River Railway Company.....	35,939.01
Minneapolis Eastern Railway Company.....	57,743.74
Minneapolis, Red Lake & Manitoba Railway Co.....	57,218.80
Minneapolis Western Railway Company.....	6,386.26
	<hr/>
	\$2,904,341.47

The total deficit for the year ending June 30th, 1906, amounted to \$3,527,265.33, thus showing a decrease for the year 1907 of \$622,923.86.

CAPITAL STOCK AND FUNDED DEBT.

The total amount of capital stock and funded debt of railroads reporting to this Commission for their entire lines for the year ending June 30th, 1907, was \$2,567,340,709, consisting of capital stock \$1,124,004,245, funded debt \$1,426,861,359 and equipment trust obligations \$16,475,105. The total amount of stock and debt reported for the year ending June 30th, 1906, was \$2,243,689,260, consisting of capital stock \$1,030,819,846 and funded debt \$1,212,869,414, thus showing a total increase of capital stock and funded debt for the year 1907 of \$323,651,449.

ACCIDENTS.

Accidents to persons in Minnesota resulting from the movement of trains for the year ending June 30th, 1907, as compared with the year ending June 30th, 1906, is as follows:

	1907.		1906.	
	Killed.	Injured.	Killed.	Injured.
Passengers	5	439	5	339
Trainmen	64	1,088	49	764
Switchmen, Flagmen and Watchmen..	4	32	3	40
Other Employees	46	186	27	130
Trespassers	122	101	86	103
Non-trespassers	34	153	24	142
Total	275	1,999	194	1,518

In addition to the above there were 15 employees killed and 1114 injured, 10 passengers injured, 4 non-passengers killed and 14 injured, resulting from causes other than the movement of trains, making a total for the fiscal year ending June 30th, 1907, of 294 killed and 3137 injured. (For details see statistical tables 2, 2-A and 2-B).

CURTAILMENT OF REPORT.

In last year's report attention was called to the necessity of having to reduce the size of the report by tabulating in a condensed form the statistical information which prior to the year 1905 appeared in the respective railroad reports, which were printed in full at that time at the end of the Commissioners' report.

The plan adopted so far has worked out satisfactorily and will be continued in this volume. Reference to any specific

statistical table required can be found by referring to the page preceding the statistical tables.

The original reports filed by the Railroad Companies with this Commission can be seen and examined, by any one interested, at the office of the Commission in the Capitol Building, St. Paul, where all information pertaining to them can be obtained.

ORGANIZATION OF THE COMMISSION.

The Commission is now constituted as follows:

Ira B. Mills, re-elected November, 1904, term expires January, 1909.

Charles F. Staples, re-elected November, 1906, term expires January, 1911.

Wm. E. Young, elected November, 1904, term expires January, 1909.

GRAIN INSPECTION, WEIGHING AND REGISTRATION DEPARTMENTS.

The Annual Reports of these departments, which up to a year ago were included in the Annual Report of the Commission, are now issued in a separate form for the more convenient use of those engaged in the grain trade or otherwise specially interested in this particular subject. Copies can be obtained by application to the Chief Inspector of Grain, State Capitol, St. Paul Minnesota.

LEGISLATION RECOMMENDED.

1.

We renew recommendation made in the 1906 report that legislation be enacted requiring all parties who may desire to build extensions or new lines of railroad, regardless of the motive power to be used, to secure the written consent of the Commission upon application setting out in detail the contemplated improvement and after public hearing, the object being to prevent the unnecessary duplication of roads or building of unnecessary lines.

2.

Development during the past year gives greater prominence to and promise of, the successful construction of electric railways in this State, which in a more or less degree will take the place of the steam railways as time goes on.

Under a recent decision of the Supreme Court, a certain character of suburban electric railway seems to be placed under the jurisdiction of the Commission. In this connection it is contended by some authorities that the jurisdiction would not extend to that portion of the line within the corporate limits of any village or city. It will be apparent that supervision limited as this would limit it, would be entirely impracticable and useless. Undoubtedly these electric lines will in many cases be owned and operated by steam railways, and, in the judgment of the Commission, the best interests of the State will be served by placing electric railways under the jurisdiction of the Commission. We, therefore, recommend legislation to that end.

GRAIN LEGISLATION.

1.

It was the intention in the legislation enacted at the session of 1907 that the so-called unit bushel, providing that all grain should be bought on the basis of the standard legal weight, should apply to both stored and purchased grain, but in the opinion of the Attorney General the wording of the law only makes it apply to grain placed in store. We urge such amendment as may be necessary to make this apply to all grain handled within the State.

2.

We recommend the enactment of a law providing for a legal surrender receipt.

3.

Also a law providing for the furnishing of a bond by all local warehouses to protect those having grain in the same.

4.

We recommend the enactment of a law authorizing the holder of receipts, or anyone who may so desire, to ship grain through a local warehouse, providing that such person may order the cars desired and require the same to be spotted at the warehouse.

WORK OF THE COMMISSION.

There were 774 applications and complaints of a specific character which engaged the attention of the Commission during the twelve months covered by this report and received final disposition at their hands, divided as follows: Forty-three petitions concerning depots, 8 platform cases and 2 concerning elevator sites, 17 applications for sidetracks, 4 for "wye" connections, 18 complaints regarding train service, 4 against commission merchants, 24 cases regarding railroad rates and 3 cases affecting express rates, 47 complaints concerning overcharges and claims, 43 pertaining to delay in movement of loaded cars, 208 complaints of shortage of cars for various shipments and 69 complaints of a miscellaneous character. There were also filed 284 applications for permission to make changes in existing rates or classifications, 262 of which were filed by railway companies and 22 by express companies. These applications were made under the requirements of Section 3, Chapter 176, G. L. 1905, and resulted in a reduction of rates in a majority of the cases considered. The disposition made by the Commission in these various cases can be found on pages 57 to 87 inclusive, and a complete index thereto on the last pages of this report. The number of cases disposed of by the Commission shows an increase of 156, or twenty-five per cent over those of the previous year, which indicates the rapid and constant growth in the work of this department. Not included in the above cited cases were several hundred minor matters that were adjusted by correspondence. Among these subjects were numerous requests for information regarding the correct rates applicable between certain points, both on state and interstate traffic. In all such cases the correct rates were given to the party making the inquiry. The Commission makes a special effort to keep as complete files of interstate tariffs as possible on account of their bearing on state rates. The Commissioners' file of State tariffs is undoubtedly very complete and probably superior to most files of its kind in the country.

There were also several complaints from citizens of Minnesota involving questions of interstate business which were forwarded to the Interstate Commerce Commission for disposal at its hands, and the result reported by this Commission to the complainant in each case.

Attention is respectfully directed to some of the special features of this report which include several important subjects to which the attention of the Commission has been devoted during the past year:

Continuation of the work of Valuation of Railways of Minnesota, page 14.

Merchandise and Commodity Rates Cases, page 20.

Commodity "In" Rates from Terminals to Country Distributing Points, page 26.

General Investigation of the Reasonableness of Express Rates, page 31.

Investigation and Adjustment of Express Rates on Milk and Cream, page 32.

Attorney General's Opinions, page 132.

VALUATION OF RAILWAYS IN MINNESOTA.

The Commission has been engaged since June 1, 1906, in making a valuation of the physical properties of the railways in Minnesota. The chief purpose of this valuation is to establish a basis for the regulation of intrastate rates. It is, however, further expected to throw light on the question of the fairness of the tax upon railway gross earnings that is now levied. The Railroad Commission is being aided in its work by Dwight C. Morgan, chief engineer, assisted by several assistant engineers, in charge of department work, and a large clerical force.

The Commission believes that the valuation when it is completed will be the result of one of the most minute and comprehensive investigations of the physical properties of railways ever made. Already it has attracted much attention from officials of railways both in and outside of Minnesota, and from railroad commissions elsewhere, several of whom have adopted for use in making valuations in their own states the blanks prepared by the Minnesota Commission for its work. For these and other reasons the valuation being made in this State is one of the most interesting and important developments now taking place in the field of government regulation of railways.

The first step taken by the Commission in beginning the appraisalment was to have prepared by its engineers a set of blanks embracing substantially every part, large and small, of

the physical property of a railway. These blanks were designed to ascertain the value, both new and in their present condition, of the various articles and properties listed. Each railway was divided into sections, which were numbered, and a set of blanks for each section was sent to the operating railway owning or operating it with directions to cause the blanks to be filled out. This involved, of course, a complete inventory and valuation of each railway's properties by that railway itself. It required a more searching scrutiny of the roads by their managements than in most cases had ever been made before.

SUMMARY SHEETS.

Besides the blanks on which the information already outlined was required to be entered, the Commission sent out a "Section Appraisal Sheet" and a "Final Summary Sheet." On the former the railway was directed to enter the items shown on the detail sheets, and to show the "cost of reproduction, new," the "condition per cent," and the "present value" of the various items. On the "Final Summary Sheet" the road was requested to enter the number of miles of single track, second main track, third main track, fourth main track, branch lines and passing, side and industry tracks in the section covered, and the "cost of reproduction, new," and "present value" of the following:

- Land for right of way, yards and terminals.
- Grading, clearing and grubbing.
- Protection work, riprap, retaining walls.
- Tunnels.
- Crossties and switches.
- Ballast.
- Rails.
- Track fastenings.
- Switches, frogs and railroad crossings.
- Tracklaying and surfacing.
- Bridges, trestles and culverts.
- Track and bridge tools.
- Fences, cattle guards and signs.
- Stock yards and appurtenances.
- Water stations.
- Coal stations.
- Station buildings and fixtures.
- Miscellaneous buildings.
- Steam and electric power plants, gas plants.
- General repair shops.
- Shop machinery and tools.
- Engine houses, turntables and cinder pits.
- Track scales.

Docks and wharves (include coal and ore docks).
 Interlocking plants.
 Signal apparatus.
 Telegraph lines and appurtenances.
 Telephone lines and appurtenances.
 Engineering, superintendence, legal expenses, per cent.
 Locomotives.
 Passenger equipment.
 Freight car equipment.
 Miscellaneous equipment.
 Marine equipment.
 Freight on construction material and equipment, per cent.
 Interest during construction, per cent; organization, per cent; contingencies, per cent; total, per cent.
 Stores and supplies in Minnesota.
 Grand total, 38.

ROADS ALREADY INSPECTED.

After the information required from a road regarding its various sections had been received, the Commission and its engineers entered upon the work of checking, or verifying, its statements. This work has now been completed upon the following lines:

	Miles.
Chicago & Northwestern.....	650
Chicago, St. Paul, Minneapolis & Omaha.....	436
Chicago, Milwaukee & St. Paul.....	1,202
Chicago, Rock Island & Pacific.....	236
Chicago Great Western.....	393
Great Northern.....	2,201
Duluth & Northeastern.....	75
Duluth & Northern Minnesota.....	77
Illinois Central.....	30
Minneapolis, St. Paul & Sault Ste. Marie.....	541
Minneapolis & St. Louis.....	379
Minnesota Transfer.....	64
Northern Pacific.....	1,035
Minnesota & International.....	191
Total miles checked.....	7,500

Only the statements of the ore roads and two or three smaller lines in the northern part of the state remain to be checked.

The method employed by the Commission in verifying the statements submitted by the railways has been to make a more or less minute inspection of the various properties. When a section or sections of a road were to be inspected the Commission has hired at the expense of the state a special train over whose movements it had complete control. The train would be taken out over the road by one or more members of the Commission, accompanied by the chief engineer of the Commis-

sion, two assistant engineers, and the division superintendent and roadmaster of the railway. The train was stopped at intervals of from one mile to four or five miles, the length of the run depending upon the character of the part of the road being passed over. The blanks that had been filled by the railway with information respecting the physical properties in and along the line traversed were taken along. When the train stopped the party got out, and the engineers of the Commission made a careful inspection of the roadway, adjacent buildings, etc., counting the ties, examining the rails and their fastenings, measuring the cuts and fills, classifying tunnels and bridges, examining the buildings and noting in their field books what they found. The actual conditions and facts observed were compared with the information which the railway had submitted regarding this particular portion of its line. If any discrepancy between the statement of the railway and the facts found to exist by the engineers of the Commission was observed the matter was brought to the attention of the officers of the road who were present.

MISTAKES IN REPORTS OF RAILWAYS.

While the reports of the railways were usually found to be correct, this was not always the case. In one instance the report of the railway showed that 2,000,000 yards more of pay dirt had been moved on two of its divisions than the engineers of the Commission found actually had been moved. The railway sent its own engineers to investigate, and subsequently revised its statement in accordance with the finding of the engineers of the Commission. In another instance it was found that the same road had failed to report 90,000 yards of rock work that had cost \$1.25 per yard; and the road's statement was corrected accordingly. One road failed to report the loading platforms on about 900 miles of line. Another overlooked its water tanks. Still another failed to mention its mail cranes. There were many such errors, most of them being simply clerical mistakes.

Stations, shops, etc., were inspected in much the same way as roadway. The buildings were carefully measured, the railway's statements as to the materials of which they were constructed were verified, careful lists were made of shop tools, etc.

FINDING VALUE OF RIGHT OF WAY.

One of the most difficult problems that the Commission had to solve was the method to be employed in ascertaining the value of right of way. The method finally adopted was as follows: Men were employed to visit each county seat to make complete records of all transfers of real estate within two miles of a railway that had been recorded in each county within five years. No attention was paid to transfers for nominal sums. The Commission believes that by this means it has ascertained the true market value of farm property adjacent to railways in every county of the state. It is everywhere recognized, however, that the value of land for right of way is different from its value for agricultural purposes. In order, therefore, to ascertain the value of right of way it still remained for the Commission to decide what is the ratio between the value of farm lands and the value of adjoining right of way land. The Commission has decided on the basis upon which it will fix the value of the right of way, but it has not made public its decision. In arriving at its decision as to the ratio that should be established between the value of farm lands and the valuation of right of way, the Commission has been guided to a considerable extent by the prices that are being paid for land for right of way lines that are now being constructed or have recently been built. The Chicago, Milwaukee & St. Paul, for example, is building a branch from Farmington to Mankato, and the Commission has made careful inquiry to ascertain what it has paid for real estate.

VALUATION OF TERMINALS.

A still harder problem than the determination of the value of right of way is the determination of the value of real estate used for terminals. The Commission has employed substantially the same method in the solution of both problems. During the recent period of prosperity the roads have considerably enlarged their terminals in Minnesota cities and towns, and an effort has been made to ascertain both the prices at which this real estate and adjacent real estate have changed hands. The Minneapolis, St. Paul & Sault Ste. Marie is building terminals in the city of St. Paul, and the Commission is using the prices that it has paid for the land used to check the value of the other terminal property in Minneapolis and St. Paul.

While the Commission is giving out no exact data regarding the appraisal that it will place upon right of way and terminal real estate, it may be stated authoritatively that its valuation of these properties will be considerably lower than the estimates submitted by the railway companies. The roads appointed a commission of real estate men to make an appraisal of their terminals in Minneapolis and St. Paul. The estimates returned by this real estate commission were regarded by the Railroad Commission as excessive and the final valuation will not correspond closely to them.

HEARINGS ON ORIGINAL COST.

When the work of checking over the reports of the railways with the reports of the Commission's engineers is completed, it is proposed to give a public hearing on the subject of valuation, chiefly for the purpose of ascertaining, as nearly as may be possible, the cost of original construction and of permanent improvements. This will involve a careful scrutiny of the books and papers of the roads. While it is the intention of the Commission to base the valuation chiefly upon the cost of reproduction of the properties in their present condition, as the supreme court of the United States has said that the cost of original construction and of permanent improvements is a factor that should be given weight, the Commission proposes to investigate the original cost of the roads with a view to giving to it such weight as it may seem to deserve. The hearings regarding cost of construction will probably be held early in the year 1908.

It is estimated that the cost of the valuation of the railways will not exceed \$70,000.00.

It is uniformly held that the cost of reproduction is one of the very important elements in determining what is a reasonable rate and certainly is the strongest kind of evidence of the fair valuation of the property. The Commission have always recognized the carrier's right to earn a reasonable return on a fair valuation of its property and has always had this in mind in every rate adjustment it has made. The valuation will be of great value in sustaining the Commission and the Legislature in the pending litigation should the contention be made that the rates in controversy

will not produce a fair return on the property used and it can be used in any further readjustment of rates that the Commission may deem it advisable or necessary to make.

A REVIEW OF THE MERCHANDISE AND THE COMMODITY RATE CASES.

The merchandise rates promulgated by the Commission September 6th, 1906, which are reported in full in the annual report of that year, pages 24 to 26 inclusive, were adopted by the railroad companies and have been, since the date they were made effective, the maximum rates charged on merchandise. These rates made an average reduction of the merchandise rates in existence at the time of the order of from 20 to 25 per cent and also effected a more equitable adjustment of the rates between different sections of the state, placing the country stations on an equality with the larger cities.

The commodity rates adopted by the Commission in its order of December 14, 1906, fully reported on pages 30 to 35 inclusive of the annual report of 1906, never became effective. This schedule made an average reduction on the different commodities as follows: Wheat, flaxseed and flour, 16.5 per cent; corn, oats, rye and barley, 25.5 per cent; lumber, 18.2 per cent; cattle, 11.8 per cent; hogs and sheep, 12.3 per cent; hard coal, 23.9 per cent; soft coal, 28.4 per cent, or a net average reduction on all commodities of 17.37 per cent.

In January, 1907, the railroad companies affected by this order procured an injunction from the United States Circuit Court of the District of Minnesota forbidding the Commission to put these rates in force. The legislature met in January, 1907, and during its session enacted the two-cent passenger law, fixing the maximum rate to be charged for the transportation of passengers on railroads within the state at two cents per mile. The legislature having then concluded that in view of the reduction in passenger rates it would be unreasonable to also enforce the commodity rates fixed by the Commission, enacted Chapter 232 G. L. 1907, fixing a new schedule of commodity rates to supersede those established by the Commission. A copy of this law will be found below. Its effect was to raise the Commissioners' rates 7.37 per cent, and resulted in a net average reduction of 10 per cent on all commodities.

After the adjournment of the legislature, the stockholders of the several railroad companies commenced an action in the Federal Court, asking for an injunction preventing the enforcement of the merchandise rates established by the Commission, also the two-cent passenger rate and the commodity rates adopted by the legislature. The court issued a restraining order and required the Commission and the Attorney General to show cause why it should not be continued during the trial of the case. The Commission forthwith began the preparation of evidence to show that the rates were not unreasonable and would afford the companies sufficient revenue to pay all legitimate expenses and allow reasonable compensation. A hearing was had on the question occupying two weeks' time; the State's case was very ably presented by the Attorney General and his associates.

The Court, after the argument, continued the injunction forbidding the enforcement of the commodity rates, but allowed the merchandise rates and the two-cent passenger rate to remain in force pending the hearing of the cases.

CHAPTER 232, G. L. 1907.

An Act relating to railroad freight rates in the State of Minnesota, and defining certain duties of the Railroad and Warehouse Commission:

Be it enacted by the Legislature of the State of Minnesota:

Section 1. For the purposes of this act the commodities hereinafter named are classified as follows: Wheat, flaxseed, broom corn seed, hemp seed, millet seed, pop corn, castor beans, Hungarian seed, buckwheat, buckwheat flour, potato flour, wheat flour, prepared flour and all uncooked grain or cereal products manufactured from wheat, shall constitute class eleven (11); corn, oats, rye, barley, alfalfa feed, alfalfa meal, bran, brewers' grits, brewers' meal, brewers' refuse (dry), chopped feed other than wheat chops, corn flour, corn meal, cotton seed cake, cotton seed hulls, cotton seed meal, gluten feed, gluten meal, grain screenings, hominy feed, kaffir corn, linseed cake, linseed meal, middlings, shorts, sorghum seed, speltz, wild mustard seed, oat groats, rolled oats, oat dust, oat hulls, oatmeal, rolled rye, rye flour, malt, pearl barley and all uncooked grain or cereal products manufactured from corn, oats or rye shall constitute class twelve (12); lumber, lath, shingles, sash, doors and blinds shall constitute class thirteen (13); sheep (when carried in double-decked cars) and cattle shall constitute class fourteen (14); sheep (when carried in single-decked cars) and hogs shall constitute class fifteen (15); hard coal shall constitute class sixteen (16); soft coal shall constitute class seventeen (17).

Sec. 2. The following are hereby established and declared to be the reasonable maximum rates to be charged by railroad companies as common carriers of property in the State of Minnesota for the transportation in car-load lots, of the commodities belonging to the classes named in section one (1) of this act, between stations in the State of Minnesota, for the distances named in the following schedule, to-wit:

Distance in Miles.	Rate for Commodities in Classification No. 11 in Cents per 100 pounds.	Rate for Commodities in Classification No. 12 in Cents per 100 pounds.	Rate for Commodities in Classification No. 13 in Cents per 100 pounds.	Rate for Commodities in Classification No. 14 in Cents per 100 pounds.	Rate for Commodities in Classification No. 15 in Cents per 100 pounds.	Rate for Commodities in Classification No. 16 in Dollars and Cents per ton.	Rate for Commodities in Classification No. 17 in Dollars and Cents per ton.
5	2.7	2.7	2.7	4.4	4.9	.54	.44
10	3.3	2.8	3.3	5.0	5.5	.62	.49
15	3.8	3.4	3.8	5.5	6.3	.63	.51
20	4.4	3.8	4.4	6.3	6.8	.65	.52
25	4.6	4.0	5.4	6.7	7.6	.69	.54
30	4.8	4.2	5.6	7.4	8.3	.70	.57
35	5.0	4.5	5.8	7.9	9.0	.72	.58
40	5.2	4.6	6.0	8.6	9.7	.74	.59
45	5.4	4.8	6.3	9.2	10.3	.75	.61
50	5.7	5.0	6.5	9.8	11.0	.77	.62
55	5.9	5.1	6.8	10.0	11.3	.81	.64
60	6.1	5.3	7.0	10.2	11.5	.83	.65
65	6.3	5.5	7.4	10.5	11.8	.85	.69
70	6.5	5.8	7.5	10.7	12.0	.87	.70
75	6.7	6.0	7.7	10.9	12.3	.89	.72
80	7.0	6.2	8.1	11.1	12.5	.93	.74
85	7.2	6.3	8.3	11.3	12.7	.95	.75
90	7.4	6.5	8.5	11.5	13.0	.97	.77
95	7.6	6.7	8.7	11.8	13.3	.99	.80
100	7.8	7.0	9.0	12.0	13.5	1.01	.82
105	7.9	7.0	9.2	12.2	13.7	1.04	.83
110	8.1	7.0	9.3	12.4	13.9	1.06	.84
115	8.2	7.2	9.4	12.6	14.3	1.07	.85
120	8.2	7.2	9.4	12.8	14.5	1.08	.86
125	8.3	7.3	9.5	13.0	14.7	1.10	.87
130	8.4	7.4	9.6	13.3	14.9	1.11	.88
135	8.5	7.4	9.8	13.5	15.3	1.12	.92
140	8.5	7.5	9.8	13.7	15.5	1.16	.93
145	8.6	7.6	9.9	13.9	15.7	1.17	.94
150	8.7	7.6	10.0	14.2	15.9	1.19	.95
155	8.8	7.7	10.1	14.4	16.2	1.20	.96
160	8.8	7.8	10.1	14.6	16.4	1.22	.98
165	9.0	7.9	10.4	14.8	16.7	1.24	1.00
170	9.0	7.9	10.4	15.0	16.9	1.29	1.01
175	9.1	8.1	10.6	15.3	17.2	1.31	1.05
180	9.1	8.1	10.6	15.5	17.4	1.33	1.07
185	9.3	8.2	10.7	15.7	17.6	1.35	1.09
190	9.4	8.3	10.8	15.9	17.9	1.37	1.10
195	9.5	8.3	10.9	16.1	18.2	1.42	1.12
200	9.6	8.4	11.0	16.3	18.4	1.44	1.16
210	9.7	8.5	11.1	16.6	18.6	1.48	1.19
220	9.8	8.6	11.2	16.8	18.8	1.54	1.22
230	9.9	8.7	11.4	17.0	19.1	1.58	1.28
240	10.0	8.8	11.6	17.2	19.4	1.63	1.31
250	10.2	8.9	11.8	17.4	19.6	1.68	1.34
260	10.3	9.1	11.9	17.6	19.8	1.72	1.37
270	10.5	9.3	12.0	17.9	20.2	1.78	1.42

Distance in Miles.	Rate for Commodities in Classification No. 11 in Cents per 100 pounds.	Rate for Commodities in Classification No. 12 in Cents per 100 pounds.	Rate for Commodities in Classification No. 13 in Cents per 100 pounds.	Rate for Commodities in Classification No. 14 in Cents per 100 pounds.	Rate for Commodities in Classification No. 15 in Cents per 100 pounds.	Rate for Commodities in Classification No. 16 in Dollars and Cents per ton.	Rate for Commodities in Classification No. 17 in Dollars and Cents per ton.
280	10.6	9.4	12.2	18.1	20.4	1.82	1.46
290	10.8	9.5	12.4	18.3	20.6	1.87	1.49
300	10.9	9.6	12.5	18.5	20.8	1.92	1.54
310	11.0	9.7	12.6	18.7	21.1	1.94	1.56
320	11.1	9.8	12.8	19.0	21.4	1.96	1.57
330	11.2	9.9	12.9	19.2	21.6	1.99	1.59
340	11.3	9.9	13.1	19.4	21.8	2.02	1.60
350	11.4	10.0	13.2	19.6	22.1	2.04	1.63
360	11.5	10.1	13.3	19.8	22.3	2.06	1.66
370	11.7	10.2	13.4	20.0	22.6	2.08	1.67
380	11.8	10.3	13.5	20.3	22.8	2.11	1.69
390	11.9	10.5	13.6	20.5	23.1	2.13	1.70
400	12.0	10.6	13.7	20.7	23.3	2.16	1.72

Sec. 3. When the exact distance which a commodity is transported is not given in the foregoing schedule, the carrier may charge the rate specified in the said schedule for the next greater distance. In order to constitute a carload, within the meaning of this act, the weight of the commodities in any one car shall be at least as follows: Class eleven (11) and class twelve (12), twenty-four thousand (24,000) pounds; class thirteen (13), twenty thousand (20,000) pounds; class fourteen (14), nineteen thousand (19,000) pounds; class fifteen (15), fifteen thousand (15,000) pounds; classes sixteen (16) and seventeen (17), thirty thousand (30,000) pounds.

Sec. 4. No railroad company, which is a common carrier of property within the State of Minnesota, shall charge, take or receive any greater sum for carrying within this state, between stations therein, any of the commodities named in this act than the respective amounts set forth and provided in section two of this act for the respective distances therein named.

Sec. 5. This act shall not in any manner affect the power or authority of the Railroad and Warehouse Commission, except that no duty shall rest upon the Railroad and Warehouse Commission to enforce any rates specifically fixed by this or any other statute of this state. Whenever, in a proceeding regularly pending before the Railroad and Warehouse Commission, it shall be made to appear to the satisfaction of said Commission that the rates herein prescribed are unreasonable, it may, by order, fix higher or lower rates for the transportation of any of the commodities herein mentioned over the line of any railroad in this state, and such rates, when so fixed shall supersede the rates herein prescribed upon said line of railroad, and shall be enforced as prescribed by the law relating to such orders, but until such order shall have been made by said Railroad and Warehouse Commission the rates herein prescribed shall be the exclusive legal maximum rates for the transportation of the commodities herein enumerated between points within this state.

Sec. 6. Every railroad company transacting the business of a common carrier within this state shall adopt and publish and put into effect rates not exceeding the charges specified herein for the transportation by it be-

tween stations upon its line of road in this state of the commodities named in this act, and every officer, director, traffic manager or agent or employe of such railroad company, exercising any authority, or being charged with any duty in establishing freight rates for such railroad company shall cause the adoption, publication and use by such railroad company of rates not exceeding those specified in this act; and any officer, director, or such agent or employe of any such railroad company who violates any of the provisions of this section, or who causes or counsels, advises or assists any such railroad company to violate any of the provisions of this section, shall be guilty of a misdemeanor, and may be prosecuted therefor in any county into which its railroad extends and in which it has a station, and upon conviction thereof be punished by imprisonment in the county jail for a period not exceeding ninety days.

Sec. 7. If, at the time of the taking effect of this act, any railroad is maintaining a rate between any two stations in this state that is less than the rate herein prescribed for the same distance, this act shall not be construed as authorizing the raising of such rate.

Sec. 8. This act shall take effect and be in force from and after June 1, 1907.

Approved April 18, 1907.

DISTRIBUTING RATES.

Wadena Distributing Rates.—A petition was filed with the Commission May 13th, 1907, by manufacturers, shippers and numerous business men of Wadena, asking for an order requiring the establishment of terminal distributing rates by the Northern Pacific and Great Northern Railway Companies to and from said point similar to those enjoyed at Fergus Falls, Crookston, Sauk Center, Brainerd and certain other points.

Notice of hearing to take place at Wadena on the 13th day of August, 1907, was served on parties interested. The hearing came on at the time fixed for the purpose and was attended by a number of the petitioners and representatives of the railway companies. Considerable testimony pro and con was heard and statistics submitted, at the close of which the case was taken under advisement.

The Commission published its conclusions in the matter on August 20, 1907, as follows:

(ORDER.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

In the matter of the petition of the citizens and shippers of Wadena, Wadena County, Minnesota, to have the terminal rates of the Northern Pacific Railway Company and the Great Northern Railway Company as fixed by the order of the Railroad and Warehouse Commission of September 6, 1906, apply to Wadena.

This matter came on for hearing at Wadena on the 13th day of August, 1907. The petitioners appeared by Hon. Asher Murray, President of

the Wadena Commercial Club, and other citizens and shippers. The Northern Pacific Railway Company appeared by H. E. Still, Assistant General Freight Agent, and the Great Northern Railway Company by G. I. Sweeney, Assistant General Freight Agent.

After hearing the evidence, the Commission finds the facts as follows:

Wadena is located in the western part of Wadena county and is on the direct line of the Northern Pacific Railway Company running from Fargo to St. Paul and Duluth, and from Breckenridge to St. Paul and Duluth, also on the line of the Great Northern Railway Company extending north and south between Sauk Center and Cass Lake, which at those points intersect with the main lines of the Great Northern Railway Company.

The testimony shows that a considerable amount of produce and manufactured goods are distributed from this point in carload and less than carload lots to dealers located in towns in the northern and western portions of the state.

The Ebner Milling Company average about 120 cars in carload lots and from 60 to 75 cars in L. C. L. The company has been established in business eight years. The L. C. L. shipments consists principally of flour, corn meal and ground feed. All the wheat manufactured at this point is purchased locally; some of the corn used is shipped in from Dakota and Kansas points.

The Dower Lumber Company maintains a yard from which lumber is distributed in L. C. L. to twelve or fifteen other towns, in which they maintain retail yards. This company also deals in lime, which they wish to distribute in L. C. L. lots from Wadena, but cannot do so on account of the rates, because of competitive conditions.

The amount of beer and soda water distributed L. C. L. annually amounts to from 60 to 70 cars.

The volume of cracker shipments in car lots is about 2 cars per month and the average L. C. L. shipments are one-half car per day. These all go to dealers.

The Minnesota & Dakota Produce Company handle principally butter, eggs and poultry. These are shipped in and distributed from this point. Carload shipments amount to about 30 to 40 cars per annum. L. C. L. shipments 30 to 40 cars.

Butler Bros. & Sons, dealers in furniture, ship out on an average 5 to 6 cars L. C. L. annually.

That Wadena is entitled to be known as a terminal and distributing station of the Northern Pacific Railway and Great Northern Railway and is entitled to the terminal and distributing rates provided in the order of the Commission of September 6, 1906, fixing terminal and distributing rates on the line of said railroads.

It is therefore ordered:

1st. That Wadena, a station on the line of the Northern Pacific Railway, in Wadena County, Minnesota, be and the same hereby is declared a terminal and distributing station of said railway, and that said Northern Pacific Railway Company give said station the terminal rates between it and other stations on the line of its railroad in this state provided for and given by the order of the Commission of September 6, 1906, to the stations of St. Paul, Minneapolis, Duluth, Stillwater, St. Cloud, Brainerd, Fergus Falls, Moorhead, Crookston and Sauk Center.

2nd. That Wadena, a station on the line of the Great Northern Railway in Wadena County, Minnesota, be and the same hereby is declared a terminal and distributing station of said railway and that the said Great Northern Railway Company give said station the terminal rates between it and other stations on the line of its railroad in this state provided for and given by the order of the Commission of September 6, 1906, to the stations of St. Paul, Minneapolis, Duluth, St. Cloud, Fergus Falls, Moorhead, Crookston, Sauk Center and Thief River Falls.

3rd. The order of September 6, 1906, hereinbefore referred to, was a separate order by the Railroad and Warehouse Commission fixing merchandise rates on the lines of each of the above named carriers, made in the matter of the investigation of the reasonableness of the merchandise and commodity tariffs of rates and charges between stations in the State of Minnesota on the several lines of railroad, and to which proceeding each of the above named carriers were parties; and the order of September 6, 1906, was duly served on each of said carriers and each of them have complied with the conditions of said order.

4th. This order shall take effect on the 1st day of October, A. D. 1907.

By the Commission,

(Seal)

A. C. CLAUSEN,

Dated St. Paul, Minn., August 20, 1907.

Secretary.

COMMODITY "IN" RATES

FROM

ST. PAUL, MINNEAPOLIS, MINNESOTA TRANSFER
AND DULUTH

TO

EAST GRAND FORKS, FERGUS FALLS, BRAINERD,
CROOKSTON, BRECKENRIDGE, SAUK CEN-
TER, DETROIT, MOORHEAD, ST.
CLOUD, THIEF RIVER FALLS.

In the order of the Commission in the investigation of the merchandise and commodity rates in the State of Minnesota, referred to in our annual report for the year ending November 30th, 1906, on page 25, the Commission made the following note:

"In case the railway company in putting in the new schedule of rates fails to so adjust the 'In' rates as to protect the jobbers at the distributing centers other than St. Paul, Minneapolis and Duluth, the Commission will undertake to make these adjustments."

On account of protests, both verbal and otherwise, having been made to the Commission by representatives of the distributing centers above named, the Commission advised the parties interested that a conference would be held between the Commission and the representatives of the commercial houses in the Northwest on December 8th, 1906, to take into consideration the adjustment of the "In" rates to country distributing points which were affected by the recent order of the Commission in the maximum rate case.

The following towns were represented at this hearing, viz.: St. Paul, Minneapolis, Duluth, St. Cloud, Sauk Center, Crookston and Fargo, and the officers of the following railroad companies were also present, Great Northern, Northern Pacific, Minneapolis, St. Paul & Sault Ste. Marie and Chicago, Milwaukee & St. Paul.

Testimony was taken by the official stenographer, which is on file with the records in this case, and the hearing adjourned until January 16th, 1907, and continued until January 23rd, 1907.

All parties interested were advised of the hearing in question, which commenced on the date specified and lasted for three days, during which time a large volume of testimony was taken by official stenographer and a number of exhibits filed showing the effect of the Commissioners' rates on the industries in question.

At the close of this hearing oral arguments were made before the Commission by H. B. Finch of Crookston, Joseph Bragdon of Minneapolis, and Emerson Hadley of the Northern Pacific Railway Company, after which the case was taken under advisement by the Commission.

During the time this matter was under investigation, the Commission had several schedules of its own prepared, showing how the towns in question would be affected by the Commissioners' new schedule of rates, which, taken in conjunction with the exhibits filed and the testimony taken, resulted in the following order being issued by the Commission, which was served on the railroad companies and copies sent to interested parties.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the Commodity Rates to distributing centers hereinafter named, on the line of the Great Northern Railway.

This matter having come before the Commission, and the evidence therein having been taken and concluded on the 2nd day of May, 1907, the Commission finds that the following named places, all in the State of Minnesota, having heretofore enjoyed distributing rates, are entitled to be known as distributing centers or terminals, viz.:

East Grand Forks, Fergus Falls, Sauk Center, Crookston, Breckenridge, Saint Cloud, Thief River Falls, Moorhead.

And that the rates named in "Exhibit C," hereto annexed, are reasonable maximum rates in carload lots from the terminals of St. Paul, Minneapolis and Minnesota Transfer to said distributing centers on the freight articles mentioned in said Exhibit, and that the regulations and minimums marked upon said Exhibit are reasonable minimums and regulations in regard to such rates.

It is therefore ordered, that the rates between St. Paul, Minneapolis and Minnesota Transfer and said distributing points above named, over the Great Northern Railway, are hereby fixed as in "Exhibit C;" and said Railway Company is hereby forbidden to charge any higher or greater rates than the rates above named on the commodities named in "Exhibit C."

This order shall take effect on the 3rd day of June, 1907.

By the Commission,

(Seal)

Dated St. Paul, Minn., May 3, 1907.

A. C. CLAUSEN,

Secretary.

"Exhibit C" Referred to in Commissioners' Order.

REASONABLE MAXIMUM CARLOAD COMMODITY RATES OVER
THE LINES OF THE GREAT NORTHERN RAILWAY
COMPANY ON THE COMMODITIES NAMED IN
THIS EXHIBIT FROM ST. PAUL, MINNEAPOLIS AND MINNESOTA TRANSFER.

To	Rates in cents per 100 pounds.
East Grand Forks.....	21.79
Crookston	20.62
Thief River Falls.....	22.58
Fergus Falls.....	15.52
Breckenridge	17.48
Moorhead	18.66
Sauk Center.....	10.82
St. Cloud	6.50

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the Commodity Rates to distributing centers hereinafter named on the line of the Minneapolis, St. Paul & Sault Ste. Marie Railway.

This matter having come before the Commission, and the evidence therein having been taken and concluded on the 2nd day of May, 1907, the Commission finds that the following named places, all in the State of Minnesota, having heretofore enjoyed distributing rates, are entitled to be known as distributing centers or terminals, viz.:

Detroit and Thief River Falls.

And that the rates named in "Exhibit C," hereto annexed, are reasonable maximum rates in carload lots from the terminals of St. Paul, Minneapolis and Minnesota Transfer to said distributing centers on the freight articles mentioned in said Exhibit, and that the regulations and minimums marked upon said Exhibit are reasonable minimums and regulations in regard to such rates.

It is therefore ordered, that the rates between St. Paul, Minneapolis and Minnesota Transfer and said distributing centers above named, over the Minneapolis, St. Paul & Sault Ste. Marie Railway, are hereby fixed as in "Exhibit C;" and said railway company is hereby forbidden to charge any higher or greater rates than the rates above named on the commodities named in "Exhibit C."

This order shall take effect on the 3rd day of June, 1907.

By the Commission,

(Seal)

A. C. CLAUSEN,

Dated St. Paul, Minn., May 3, 1907.

Secretary.

("Exhibit C" Referred to in Commissioners' Order.—Continued.)

REASONABLE MAXIMUM CARLOAD COMMODITY RATES OVER
THE LINES OF THE MINNEAPOLIS, ST. PAUL & SAULT
STE. MARIE RAILWAY CO. ON THE COMMODITIES
NAMED IN THIS EXHIBIT FROM ST. PAUL,
MINNEAPOLIS AND MINNESOTA
TRANSFER.

To	Rate in cents per 100 pounds.
Detroit	17.87
Thief River Falls.....	21.40

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the Commodity Rates to distributing centers hereinafter named, on the line of the Northern Pacific Railway.

This matter having come before the Commission, and the evidence therein having been taken and concluded on the 2nd day of May, 1907, the Commission finds that the following named places, all in the State of Minnesota, having heretofore enjoyed distributing rates, are entitled to be known as distributing centers or terminals, viz.:

East Grand Forks, Fergus Falls, Brainerd, Crookston, Breckenridge, Sauk Center, Detroit, Moorhead, Saint Cloud.

And that the rates named in "Exhibit C," hereto annexed, are reasonable maximum rates in carload lots from the terminals of St. Paul, Minneapolis and Minnesota Transfer, and Duluth, to said distributing centers on the freight articles mentioned in said Exhibit, and that the regulations and minimums marked upon said Exhibit are reasonable minimums and regulations in regard to such rates.

It is therefore ordered, that the rates between St. Paul, Minneapolis and Minnesota Transfer, and Duluth, and said distributing points above named, over the Northern Pacific Railway, are hereby fixed as in "Exhibit C;" and said railway company is hereby forbidden to charge any higher or greater rates than the rates above named on the commodities named in "Exhibit C."

This order shall take effect on the 3rd day of June, 1907.

By the Commission,

(Seal)

Dated St. Paul, Minn., May 3, 1907.

A. C. CLAUSEN,
Secretary.

("Exhibit C" Referred to in Commissioners' Order.—Continued.)

REASONABLE MAXIMUM CARLOAD COMMODITY RATES OVER
THE LINES OF THE NORTHERN PACIFIC RAILWAY COM-
PANY FROM ST. PAUL, MINNEAPOLIS, MINNESOTA TRANS-
FER AND DULUTH ON THE COMMODITIES NAMED IN
THIS EXHIBIT.

From St. Paul, Minneapolis and Minnesota Transfer	Rate in cents per 100 pounds.	From Duluth	Rates in cents per 100 pounds.
To		To	
East Grand Forks.....	21.40	East Grand Forks.....	21.79
Crookston	20.22	Crookston	20.62
Detroit	16.30	Detroit	17.48
Fergus Falls.....	17.09	Fergus Falls	17.48
Breckenridge	18.26	Breckenridge	18.66
Moorhead	18.66	Moorhead	19.05
Brainerd	12.38	Brainerd	10.03
Sauk Center	11.60	Sauk Center.....	15.52
St. Cloud	6.50	St. Cloud	15.13

("Exhibit C" Referred to in Commissioners' Order.—Continued.)

THE FOLLOWING COMMODITIES IN CAR LOAD LOTS WILL
TAKE RATES AS HEREINBEFORE DESIGNATED.

St. Paul, Minn., May 3, 1907.

COMMODITIES.

Cider and vinegar, straight or mixed C. L., minimum weight 30,000 pounds.

Pickles: kraut, cucumber, tomato, cauliflower and onion; also vinegar; in tin cans, boxed or crated, in glass or stone, boxed or in barrels, kegs, kits, pails or tubs; also table sauces, including catsup, horseradish prepared, mustard prepared, pepper sauce and salad dressing, in glass boxed; in tin cans, boxed or crated, or in bulk in barrels, straight or mixed C. L., minimum weight 30,000 pounds.

Condensed milk and evaporated cream, in glass, boxed, in cans, jacked, boxed or crated, or in barrels, straight or mixed C. L., minimum weight 30,000 pounds.

Fruits, vegetables, cove oysters and catsup; in tin cans, boxed or crated, or in glass or stone jars, boxed, straight or mixed C. L., minimum weight 30,000 pounds.

Paper, building, roof and wrapping, in bundles, rolls, boxes or crates, also paper bags in bundles, straight or mixed C. L., minimum weight 30,000 pounds.

Sugar (not maple), C. L., minimum weight 30,000 pounds.

Syrup, glucose, glucose jelly, molasses, preserves and fruit butter, in wood; in tin cans, boxed or crated, or in glass or jugs, boxed; C. L., minimum weight 30,000 pounds.

Coffee, green or roasted, in bags, barrels or drums, also in packages, tin cans or pails, crated or boxed, in straight or mixed C. L., minimum weight 24,000 pounds.

Rice, in bags, or in packages boxed; straight or mixed, C. L., minimum weight 30,000 pounds.

Beans, dry, in bags, C. L., minimum weight 30,000 pounds.

Canned sardines, in tin cans, boxed or crated, C. L., minimum weight 30,000 pounds.

INVESTIGATION OF EXPRESS RATES IN MINNESOTA.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the investigation of the reasonableness of the tariffs, rates and charges of the Express Companies hereinafter named, doing business in the State of Minnesota, on all classes of property carried by said companies between stations in said state.

This matter came before the Commission for hearing May 5, 1906, and was continued from time to time, with final hearing February 26, 1907, after due notice being given to all the companies affected by this order. The several express companies appeared as follows:

Wells-Fargo—J. D. Ludlow, Traffic Manager; C. W. Stockton, Asst. to President.

National—J. H. Bradley.

American—J. H. Bradley, Genl. Traffic Manager.

United States—C. H. Crosby, Vice Prest. and Genl. Manager; M. T. Jones, Traffic Manager; J. L. Tate, General Auditor; A. Wygant, General Superintendent.

Northern—J. M. Hannaford, President.

Canadian Northern—By J. M. Hannaford.

Great Northern—W. R. Begg, General Solicitor; D. S. Elliott, General Manager.

Western—W. S. Stout, General Manager; S. A. Davis, Superintendent.

Adams—J. Zimmerman, Superintendent Traffic.

The Commission submitted to said companies a schedule of what it deemed to be reasonable maximum rates on merchandise carried by the express companies between stations in the State of Minnesota on the several lines of railroad over which said companies operate, which schedule is hereto annexed, marked Exhibit "A" and made a part of this order, and the rates named in said schedule are found by the Commission to be reasonable, maximum rates for the transportation of merchandise by each of said express companies between stations in the State of Minnesota.

The above named express companies having agreed to abide by said schedule and accept and put the same into effect within forty (40) days after the service of this order.

It Is Therefore Ordered, that the merchandise rates shown by Exhibit "A" be and the same are hereby established as reasonable maximum rates for the transportation of merchandise by all the express companies above named, between all stations on the respective lines operated by them in the State of Minnesota, and said companies are hereby required to put said rates into effect within forty (40) days after the service of this order.

In the application of the rates herein specified, the express companies, and each of them, shall observe the provisions of Section 2017 of the Revised Laws of the State of Minnesota for the year 1905, known as the long and sort haul clause.

Each of the express companies are hereby required to keep at each station, or office, where it does business in this state, in some convenient place in charge of their agent, all their tariffs of rates and charges together with the classification affecting rates between stations in Minnesota, for the inspection and use of the public during business hours, and shall post in some conspicuous place in said station or office where the business of said company is done, a notice stating where said schedule can be inspected, and when any change of rates, charges or classification is made affecting rates in this state, said company shall post a notice as aforesaid,

stating that there has been a change in the rates or classification as the case may be, and that the same may be seen by the public upon application.

By order of the Commission,
A. C. CLAUSEN,
Secretary.

Dated St. Paul, Minn., Feb. 28th, 1907.

(EXHIBIT "A.")

SCHEDULE OF REASONABLE MAXIMUM EXPRESS MERCHANDISE RATES BETWEEN STATIONS IN THE STATE OF MINNESOTA.

Distance in Miles			per 100 lbs.
1	to	30.....	\$0.40
45	and over	30.....	.45
60	and over	45.....	.50
75	and over	60.....	.55
90	and over	75.....	.60
105	and over	90.....	.65
120	and over	105.....	.75
135	and over	120.....	.85
150	and over	135.....	.90
165	and over	150.....	.95
180	and over	165.....	1.00
195	and over	180.....	1.10
220	and over	195.....	1.20
250	and over	220.....	1.25
280	and over	250.....	1.30
310	and over	280.....	1.40
340	and over	310.....	1.50
370	and over	340.....	1.60
400	and over	370.....	1.70

The rates on Butter, Eggs, Poultry, Meat, Fish, Oysters, Fruit, Vegetables and all other commodities listed as "General Specials" in the Express Classification to be made upon the basis shown in Scale "N" of the Classification.

EXPRESS MILK AND CREAM RATES.

On June 28th, 1906, a complaint was received from the Bridgeman & Russell Company of Duluth, advising the Commission that the Northern Pacific Express Company had advanced its rates on milk and cream from different points in Minnesota to Duluth without the consent of the Commission.

The matter was taken up at once with the company, which immediately restored the old rates; and on November 3rd, 1906, the company made application to the Commission to make a change in rates on these commodities and enclosed copy of a proposed schedule.

In the meantime several complaints were received from milk and cream shippers and receivers on the line of the old St. Paul & Duluth railroad.

On the above date the Commission advised the express company and all parties interested that in order to do justice in this matter a hearing would take place at the office of the Commission on November 10th, 1906.

On November 10th, pursuant to notice, the hearing was held, at which a number of milk and cream shippers and centralizers from St. Paul, Minneapolis, Brainerd, Duluth and Wadena appeared and opposed the adoption of the proposed tariff in question and submitted a schedule which they hoped the Commission would put in effect, to apply to all the express companies.

Testimony was taken by official stenographer; and the Commission decided that in view of the facts that developed at the above hearing it would be necessary to call in all the other express companies doing business in this state for the purpose of agreeing on a uniform basis of rates on these commodities, which should apply to all the express companies.

The application of the Northern Express Company to put in effect their proposed tariff was denied by the Commission pending further investigation.

The Commission at once proceeded to obtain milk and cream tariffs used in various other states, and also prepared several scales of milk and cream rates for the purpose of determining what would be reasonable rates on these commodities.

On February 13th, 1907, a notice was sent out for a hearing on February 27th to milk and cream shippers and receivers in St. Paul, Minneapolis, Duluth, Eagle Bend, Alden, Windom, Crookston, Olivia, Maple Plain, Browndale, Plummer, Stark, Erskine, Zumbrota, Wadena, Brainerd and Rush City; but this was not sent to the express officials for the reason that they were all to appear on the 26th of February for the purpose of settling the question of the express rates in this state; and this hearing was made a continuation of the same.

During this week some hundreds of letters and postal cards were received from shippers and receivers of milk and cream in the State of Minnesota protesting against any advance in the rates, while others, representing the country creameries advocated that the rates on these commodities be advanced instead of lowered.

On February 27th, 1907, pursuant to notice, the hearing was held, at which all the traffic officials of the express companies were present, together with a large number of shippers of milk and cream, a number of whom appeared as witnesses. Testimony was

taken by official stenographer, and the hearing continued for three days, at the close of which the Commission took the matter under advisement, and on April 13th, 1907, the following order and "Exhibit A" was sent out to all the express companies and other parties interested in the proceedings.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF OF THE STATE OF MINNESOTA.

In the matter of the reasonableness of the rates on milk and cream on the lines of the Wells-Fargo Express Company, National Express Company, American Express Company, United States Express Company, Northern Express Company, Canadian Northern Express Company, Great Northern Express Company, Western Express Company and Adams Express Company, between stations in the State of Minnesota.

This matter came before the Commission for hearing on the 9th day of November, 1906, and was concluded on the 27th day of February, 1907. The express companies appeared as follows:

Wells-Fargo—J. D. Ludlow, Traffic Manager; C. D. Stockton, Assistant to President.

National—J. H. Bradley.

American—J. H. Bradley, General Traffic Manager.

United States—C. H. Crosby, Vice President and General Manager; M. T. Jones, Traffic Manager; J. L. Tate, General Auditor; A. Wygant, General Superintendent.

Northern—J. M. Hannaford, President.

Canadian Northern—By J. M. Hannaford.

Great Northern—W. R. Begg, General Solicitor; D. S. Elliott, General Manager.

Western—W. S. Stout, General Manager; S. A. Davis, Superintendent.

Adams—J. Zimmerman, Superintendent Traffic.

The milk and cream shippers and receivers were represented as follows:

Minnesota Butter & Cheese Company.....	St. Paul
E. Hammer	Zumbrota
J. R. Morley.....	Owatonna
L. S. Taylor.....	Owatonna
R. Crickmore	Owatonna
G. S. Hubbell, representing R. E. Cobb.....	St. Paul
J. D. Farnham, representing Miller & Holmes.....	St. Paul
A. Karlen, representing Wisconsin Dairy Co.....	St. Paul
F. G. Owens, representing Fairmont Creamery Co.....	Fairmont
H. Bridgman, representing Bridgman-Russell Co.....	Duluth
D. W. Illsley, representing Minn. Milk Shippers.....	Fairbault
A. R. Ruhnke.....	Minneapolis
A. Slaughter, representing Butter Makers Com.....	St. Paul
C. M. Hanson.....	Rockville
H. P. Olson	St. Paul
J. O. Dybebick.....	St. Paul
Thos. Milton, representing Milton Dairy Co.....	St. Paul
Jos. Milton, representing Milton Dairy Co.....	St. Paul
H. S. Pine, representing Samuel Bros.....	Minneapolis
J. R. Armstrong.....	Brainerd
C. A. Willoughby.....	Minneapolis

After hearing the evidence and after due consideration, the Commission find that "Exhibit A," hereto attached and made a part of this order together with the rules and regulations thereof, are reasonable maximum rates for the shipment of milk and cream by the several express companies

between stations in this state, and any other or higher rates are unreasonable.

It is Therefore Ordered, that the rates contained in "Exhibit A," and the regulations thereon are reasonable maximum rates and regulations for the shipment of milk and cream between stations in this state, and the several express companies above named are hereby ordered to adopt such reasonable maximum rates and regulations and forbidden to charge any greater or higher rate than the rates named in said "Exhibit A," or disregard the regulations named in such exhibit.

The provisions of Section 2017, Revised Laws of 1905, governing the long and short haul clause, must in all cases be observed.

This order shall take effect within fifteen (15) days after its service.

By the Commission,

A. C. CLAUSEN,

Secretary.

Dated, St. Paul, Minn., April 11th, 1907.

"EXHIBIT A."

MAXIMUM DISTANCE TARIFF SCHEDULE ON MILK AND CREAM, IN 5, 8 AND 10-GALLON CANS, ST. PAUL, MINN., APRIL 12TH, 1907.

Miles	Cream				Milk				Miles	Cream				Milk			
	In	Gal.	Cans		In	Gal.	Cans			In	Gal.	Cans		In	Gal.	Cans	
	5	8	10		5	8	10			5	8	10		5	8	10	
5	10	16	19		7½	12	14		155	24	37	45		18	28	33	
10	10	16	19		7½	12	14		160	24	37	45		18	28	33	
15	10	16	19		7½	12	14		165	24	37	45		18	28	33	
20	10	16	19		7½	12	14		170	25	39	47		19	29	36	
25	10	16	19		7½	12	14		175	25	39	47		19	29	36	
30	10	16	19		7½	12	14		180	25	39	47		19	29	36	
35	11	17	21		8	13	16		185	27	43	52		20	32	39	
40	11	17	21		8	13	16		190	27	43	52		20	32	39	
45	11	17	21		8	13	16		195	27	43	52		20	32	39	
50	12	19	24		9	14	19		200	30	47	57		22	35	43	
55	12	19	24		9	14	19		210	30	47	57		22	35	43	
60	12	19	24		9	14	19		220	30	47	57		22	35	43	
65	14	21	26		10	16	20		230	31	49	59		23	36	44	
70	14	21	26		10	16	20		240	31	49	59		23	36	44	
75	14	21	26		10	16	20		250	31	49	59		23	36	44	
80	15	23	28		11	17	21		260	32	51	62		24	38	46	
85	15	23	28		11	17	21		270	32	51	62		24	38	46	
90	15	23	28		11	17	21		280	32	51	62		24	38	46	
95	16	25	31		12	19	23		290	35	54	66		26	41	50	
100	16	25	31		12	19	23		300	35	54	66		26	41	50	
105	16	25	31		12	19	23		310	35	54	66		26	41	50	
110	19	29	36		14	22	27		320	38	58	71		28	44	53	
115	19	29	36		14	22	27		330	38	58	71		28	44	53	
120	19	29	36		14	22	27		340	38	58	71		28	44	53	
125	21	33	40		16	25	30		350	40	62	76		30	47	57	
130	21	33	40		16	25	30		360	40	62	76		30	47	57	
135	21	33	40		16	25	30		370	40	62	76		30	47	57	
140	22	35	43		17	26	32		380	42	66	80		32	50	60	
145	22	35	43		17	26	32		390	42	66	80		32	50	60	
150	22	35	43		17	26	32		400	42	66	80		32	50	60	

Minimum charge, fifteen (15) cents.

No drayage service to be performed at either end.

No deduction in rate for partly filled can.

St. Paul and Minneapolis will be treated as one city, the mileage to nearest point will govern the rate.

These rates include the return of empty cans which must be waybilled back to the forwarding station.

Necessary Shipping Tags and Seals may be returned in cans without extra charge.

When rates for exact distance are not shown, the rates for the next greater distance must apply.

APPLICATION FOR EXEMPTION FROM MERCHANDISE RATES ORDER OF SEPT. 7, 1906.

CANADIAN NORTHERN RAILWAY COMPANY.

Upon the issuance by the Commission of its order of September 7, 1906, establishing a schedule of reasonable maximum merchandise rates, the Canadian Northern Railway Company, which operates a portion of its line in Minnesota territory between Beaudette and the International boundary, filed an application for exemption from the rates established by the Commissioners' order on the ground that the new rates would conflict with and disturb the uniformity of the existing rates in force on the company's lines from the head of the lakes to the western border of Manitoba, of which the Minnesota link forms a part. Accompanying the application was an abstract showing the gross earnings on merchandise freight for a period covering several months, under Tariff No. 55, subject to the Canadian classification, and the gross earnings which would have resulted under the proposed Minnesota Merchandise Tariff subject to the Western classification, indicating a slight reduction of revenue under the Canadian tariff as compared with the revenue which would have been derived under the Minnesota tariff. The company expressed no objection to the publication of the Minnesota rates from a revenue standpoint but simply desired, if possible, to maintain uniformity of rates along their whole line.

After careful investigation and consideration, the Commission, on the first day of February, 1907, granted the application by suspending the operation of its order so far as it applied to the Canadian Northern Railway Company, until the further notice of the Commission, reserving the right to require the company to publish and observe the schedule provided for in the Commissioners' order at any time when deemed necessary.

APPLICATIONS FOR EXEMPTION FROM THE PROVISIONS OF CHAPTER 232, GENERAL LAWS OF 1907, RELATING TO FREIGHT RATES.

A number of railway companies filed petitions with the Commission for exemption from the provisions of Chapter 232, General Laws of 1907, which went into effect June 1st, 1907, being an act which prescribed maximum rates for the transportation in carload lots of the principal commodities carried between stations in the State of Minnesota. The companies referred to are the following:

Minneapolis & Rainy River Railway Co.

Minneapolis, Red Lake & Manitoba Railway Company.

Minnesota & International Railway Company.

Chicago, Burlington & Quincy Railroad Co.

Duluth & Northeastern Railroad Co.

Relief was granted in each of these cases, and a detailed report of the proceedings and disposition of each case is hereto appended.

The authority conferred upon the Commission is provided in Section 5, Chapter 232, G. L. 1907, and reads as follows:

"This act shall not in any manner affect the power or authority of the Railroad and Warehouse Commission, except that no duty shall rest upon the Railroad and Warehouse Commission to enforce any rates specifically fixed by this or any other statute of this state. Whenever, in a proceeding regularly pending before the Railroad and Warehouse Commission, it shall be made to appear to the satisfaction of said commission that the rates herein prescribed are unreasonable, it may, by order, fix higher or lower rates for the transportation of any of the commodities herein mentioned over the line of any railroad in this state, and such rates, when so fixed shall supersede the rates herein prescribed upon said line of railroad, and shall be enforced as prescribed by the law relating to such orders, but until such order shall have been made by said Railroad and Warehouse Commission the rates herein prescribed shall be the exclusive legal maximum rates for the transportation of the commodities herein enumerated between points within this state."

MINNEAPOLIS AND RAINY RIVER RAILWAY COMPANY.

On the 4th day of June, 1907, the above named company filed a petition in which it was represented among other things that the line of railway of said petitioner is constructed and operated through a new and sparsely settled territory in the county of Itasca, State of Minnesota, and does not run from or to any large or important cities or villages, and for that reason its traffic is lighter and unremunerative, its gross receipts for the year ending June 30, 1906, from all sources not being sufficient to pay the operating expenses of its line of railway, and that the interest charges and taxes have created and did create a large deficit, all as shown by the report of

petitioner now on file with the Commission; said petitioner further states that under the schedule of rates now in force over its line, the gross receipts for the current year have not been sufficient to pay the running expenses and that said petitioner has lost money in the operation of its line every month since the 1st day of January, 1907, up to and including the 30th day of April, 1907.

It was further set forth that said petitioner has complied with the requirements of the act of the legislature of the state, passed at its last session and has reduced its passenger rate to two cents per mile as by law required.

That the rates in the schedule annexed to the said petition and marked Exhibit "A" are fair and reasonable rates for the carriage of freight on said petitioner's line of railway and the rates set forth by the act of the legislature, known as Chapter 232, G. L. 1907, are unreasonably low and confiscatory as applied to said petitioner, and unless it is relieved from the operation thereof, its line cannot be operated and its investment will be lost. Said petitioner therefore prays for an order of the Commission declaring the rates in the legislative act referred to, unreasonable as applied to said petitioner and that its present rates are fair and reasonable.

Thereupon the Commission issued its order that a hearing on said petition be had at their office in the State Capitol at St. Paul, Minnesota, on Tuesday, the 25th day of June, 1907, at ten o'clock in the forenoon, at which time and place all interested parties would be entitled to be heard and urge any objections they might have to the granting of the prayer of the petitioners. Notice of such hearing was published on the 13th and 20th days of June in the "Big Fork Settler," a weekly newspaper published at the Village of Big Fork, Itasca county, Minnesota, and on the 15th and 22nd days of June, 1907, in the "Itasca News," a weekly newspaper published at the Village of Deer River in said county of Itasca, State of Minnesota.

The hearing came on at the time and place appointed. Besides the Commission there were present, A. Y. Merrill, General Attorney for the applicant company, and F. A. Bill, its Secretary and Treasurer, who also appeared as a witness. Mr. H. D. Horton of the Village of Big Fork appeared as a witness in objection to the granting of the petition.

Considerable evidence was submitted of an oral and documentary character, in addition to which the Commission requested that certain further statistics be filed by the petitioners.

Thereupon the hearing was closed and the matter taken under advisement.

On the 16th day of September, 1907, the Commission made its conclusions and order in the case as follows:

(ORDER.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the Matter of the application of the Minneapolis & Rainy River Railway Company to have the rates prescribed in the act of the legislature of the State of Minnesota, entitled "An act relating to Railroad Freight Rates in the State of Minnesota and Defining Certain Duties of the Railroad and Warehouse Commission," which said act is known as Chap. 232 of the General Laws of Minnesota for the year 1907, declared unreasonable as applicable to said railway, and for an order fixing the rates now in force thereon as reasonable and legal maximum rates in the transportation of commodities over said line.

This matter came on for hearing before the Commission on the 25th day of June, 1907, due notice having been given by publication as required by the order of the Commission.

The petitioner appeared by A. Y. Merrill, its attorney, and Fred A. Bill, its secretary; and H. D. Horton of Big Lake, appeared in his own behalf.

After hearing the evidence, and due consideration thereof, the Commission find:

1st: The Minneapolis & Rainy River Railway Company is a corporation organized under the laws of the State of Minnesota on the 20th day of July, 1904, and commenced business as such corporation on the 1st day of August thereafter, and ever since said date has been and now is engaged in the business of operating a railroad in the State of Minnesota as a common carrier of freight and passengers from the Village of Deer River, in the County of Itasca, in said state, to the village of Big Fork in said county with a certain branch line from Jessie Junction to Bass Lake in said County of Itasca.

2nd: That the petitioner established and filed with the Commission a rate or tariff known as Local Distance Tariff No. 2, issued on the 1st day of August, 1906, containing the rates for carriage of different kinds of freight over its said line of railroad.

3rd: That said railroad is operated through a sparsely settled country and has no large terminals or important cities or villages along the line of its road.

4th: That the total gross earnings for the year ending December 31st, 1906, were \$134,884.06, and the total operating expenses for the same period, \$128,298.49, exclusive of interest and taxes; that the approximate cost of said road is about \$800,000.00; that of the gross earnings, \$8,794.79, was from passengers; that the greater portion of the earnings of said company is from the hauling of logs; that the company has accepted and put in force the two-cent passenger rate required by Chapter 97 of the Laws of 1907.

5th: The Commission find that the rates contained in "Exhibit A." attached to the petition herein are reasonable rates for the transportation of articles therein named.

It is Therefore Ordered, that this petitioner be relieved from the provisions of Chapter 232 of the General Laws of 1907, and that the rates now on file in the office of the Commission, known as Local Distance Tariff

No. 2 and issued August 1st, 1906, in effect August 15th, 1906, be continued in force and considered the legal rates on said railroad until the further order of this Commission.

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated St. Paul, Minn., September 16th, 1907.

MINNEAPOLIS, RED LAKE AND MANITOBA RAILWAY COMPANY.

A petition similar to that in the preceding case was filed by the above named company on May 6th, 1907, which was followed by a public notice and a hearing on the 27th and 28th days of May, 1907, at which evidence in support of the petition was submitted, no one appearing in opposition to same.

The matter was disposed of by the Commission at the close of the hearing by the issuance of the following order:

(ORDER.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the application of the Minneapolis, Red Lake & Manitoba Railway Company to have the rates prescribed in the act of the legislature of the State of Minnesota, entitled "An act relating to Railroad freight rates in the State of Minnesota and defining certain duties of the Railroad and Warehouse Commission," recently enacted by the legislature of said state declared unreasonable as applicable to said railway, and for an order fixing the rates now in force thereon as reasonable and legal maximum rates in the transportation of commodities over said line.

The above mentioned petition of the Minneapolis, Red Lake & Manitoba Railway Company came on to be heard by the Railroad & Warehouse Commission on the 27th day of May, 1907, pursuant to the order of said Commission, and was duly continued until May 28th, 1907, Messrs. John Lind and A. Ueland appearing for said railway company, and no one appearing to oppose; and it appearing that notice of said hearing was duly given by the publication of said order, as therein directed, and it also appearing from the evidence adduced on the part of the said railway company, to the satisfaction of said Commission, that the rates prescribed by the act of the legislature above referred to, the same being Chapter 232, General Laws of 1907, as applied to said railway company, are unreasonable, and that the rates heretofore established by said railway company, and now in force, and which are as shown by Exhibit "A" hereto annexed, are just and reasonable upon the line of said petitioner.

It is Ordered, that the rates for the transportation of any of the commodities mentioned in said Chapter 232 over the line of the said Minneapolis, Red Lake & Manitoba Railway Company shall from and after the first day of June, 1907, and until the further order of the said Railroad and Warehouse Commission be as set forth in the schedule hereto attached, marked Exhibit "A."

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated, St. Paul, Minn., May 28th, 1907.

MINNESOTA AND INTERNATIONAL RAILWAY COMPANY.

The above named company in June, 1907, filed its petition for similar relief from the provisions of Chapter 232, General Laws of 1907, relating to commodity rates in the State of Minnesota. The usual formal proceedings consisting of a public hearing and the taking of evidence followed, resulting in the granting of said petition. The premises from which the decision of the Commission was reached are set forth in its findings and order rendered on June 7th, 1907, as follows:

(ORDER.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the petition of the Minnesota & International Railway Company to be relieved from the commodity rates established by Chapter 232, Laws of Minnesota, 1907.

It appearing to the Commission that the line of railway of the above named petitioner extends from Brainerd north to the Big Fork River through an undeveloped portion of the state, and that the business, both freight and passenger, is very light as compared with the older lines of road:

It further appearing that stockholders of all the important railways in the state, excepting the Duluth & Iron Range Railroad and the Duluth, Missabe & Northern Railway, have commenced proceedings in the Federal Court and have procured a temporary injunction against the enforcement by the companies of the rates specified by Chapter 232 of the Laws of Minnesota for 1907, which would have become effective on the 1st of June, 1907, no such suit having been brought against the petitioner; but it is unjust to require it to put in such legislative rates so long as the other railroads are prevented from doing so.

It is Therefore Ordered, that the Minnesota & International Railway Company, until the further order of this Commission, be allowed to continue its rates on grain, live stock, lumber and coal that were in force on the 31st day of May, 1907.

That this order may be revoked by the Commission at any time by notification to the petitioner of such revocation.

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated, St. Paul, Minn., June 7th, 1907.

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY.

On June 7th, 1907, a petition was received from the above named company setting forth among other things that said petitioner transacts in the State of Minnesota almost exclusively interstate business and that there is substantially no business conducted by it which can be affected by the provisions of Chapter 232, General Laws of 1907; that said petitioner is a connecting carrier with the railroads extending through the State of Minnesota, and is in-

formed and believes that such railroads have been enjoined in various proceedings pending in the United States courts from adopting or enforcing the rates provided in said chapter, and that it is unreasonable and impractical for said petitioner to adopt or put in force the commodity rates provided for in said Chapter 232, pending such litigation; said petitioner therefore prays for relief from such provisions for such time as may seem proper to the Commission.

After due consideration of the petition herein referred to, the Commission made its order in the matter as hereto appended:

(ORDER.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the commodity rates provided for in Chapter 232 of the Laws of 1907.

On reading and filing the petition of the Chicago, Burlington & Quincy Railroad Company, relative to the commodity rates as provided in Chapter 232 of the Laws of 1907, and it appearing to this Commission that such rates are as to said company for the time being unreasonable.

It is Hereby Ordered, that the rates on said railroad for the commodities described in said Chapter 232, of the Laws of 1907, of the State of Minnesota be and the same are hereby fixed at the rates specified for said commodities in the tariffs of said Railway Company in force prior to June 1, 1907, until the further order of this Commission in reference thereto. This order may be vacated by the Commission at any time without notice.

(Seal.)

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated, June 7th, 1907.

DULUTH & NORTHEASTERN RAILROAD CO.

The hearing in the matter of the application, Nov. 25, 1907, of the Duluth & Northeastern R. R. Co., for exemption from the provisions of Chapter 232, G. L. 1907, came on pursuant to notice at ten o'clock A. M. Commissioner Staples was present for the Commission. H. G. Stevens, Auditor of the company, and H. Oldenburg of Carlton, Attorney, were also present.

Mr. Stevens made a general statement regarding the business of the road, particularly with reference to its earnings and operating expenses, showing that the company had lost money even on the rates existing prior to the enactment of Chapter 232, G. L. 1907, and that under the new legislative rates the deficit was still greater; that there was no bonded indebtedness. the capital stock was \$500,000.00, all of which had been issued and was held by the company

or its officers. F. Weyerhauser is President of the company. The road was built for logging purposes, and has been and is used for this purpose exclusively. The company has always carried logs for other companies, and all persons pay same rates whether freight or passenger, without preference or discrimination in any way.

Reports were filed by Mr. Stevens showing in detail the resources and liabilities of the company up to the close of September, 1907, and after a careful inquiry into all details by the Commission the hearing was closed. The Commission thereupon declared the application of the company granted.

DEFINITION OF THE WORDS "TERMINAL POINTS" IN RECIPROCAL DEMURRAGE LAW.

Chapter 23, G. L. 1907, known as the "Reciprocal Demurrage Law," requires carriers to furnish cars ordered, within forty-eight hours thereafter at "terminal points" and within seventy-two hours at "intermediate points."

A question arose among the railway officials as to the proper construction of the words "terminal points," that is, as to whether the term was intended to include only Minneapolis, St. Paul and Duluth, or should embrace, in addition thereto, all division terminals. In order to remove any doubt in the premises and to secure uniformity of action among the different railway companies, the Commission was asked to take the question under consideration and determine what, in its opinion, is the intended meaning of the law on this question.

The matter was referred to the Attorney General for his opinion as to the meaning of the term "terminal points," who held that the definition of the term referred to was not, in his judgment, a legal question, but should be arrived at by a practical construction of the act on the part of the Commission after consultation with the railway companies affected.

After due notice, a conference was held at the office of the Commission on August 1st, 1907, when the question was thoroughly discussed between the Commission and the traffic officials of the larger roads, after which the meeting adjourned with the understanding that the Commission would render its decision in the matter at an early day. On August 21st, after mature consideration, the various railway companies were advised that in the judgment of the Commission, the most practical construction that can be

placed on the words "terminal points" is that they refer only to the large terminal points, Minneapolis, St. Paul, Minnesota Transfer and Duluth. The Commission therefore held this to be the evident meaning and intent of the statute and the companies were requested to govern themselves accordingly.

INSPECTION OF NEW RAILWAY LINES.

BIG FORK AND INTERNATIONAL FALLS LINE.

NORTHERN PACIFIC RAILWAY.

A communication was received from the Northern Pacific Railway Company on July 12, 1907, calling the attention of the Commission to the fact that a portion of the new line which said company was constructing from Big Falls to International Falls, had been completed, namely, that portion from Big Falls to Little Fork; that the company was in shape to handle business between the two latter named points and the people of the country along said portion of the road were anxious to use it, although the entire line to International Falls would not be completed for at least sixty days; that the company desired to accommodate the people and therefore applied for authority to operate the finished portion of the line.

The application was granted by the Commission and the company notified that upon filing and publishing its tariffs, it could proceed to open and operate the said lines to Little Fork.

In November, 1907, the Commission was further advised that the remaining portion of the line between Little Fork and the terminus at International Falls, a distance of 34.1 miles had been completed and would be ready for operation as soon as it had been officially inspected by the Commission.

The inspection was made on the 26th day of November and included all that portion of the line between Big Falls and International Falls. The Commission found that while considerable work would be necessary to put the track in perfect condition, the roadbed was in reasonably good condition for operation during the winter months and permission was given the company to operate the line during the winter months with the understanding that the additional work necessary to perfect the condition of the roadbed would be done in the spring.

The operation of this new line opens up through service to International Falls both from the Twin Cities and Duluth.

FERMOY TO KELLY LAKE. GREAT NORTHERN RAILWAY.

On August 20, 1907, notice was filed by the Great Northern Railway Company that its new extension from Fermoy to Kelly Lake was about completed and ready for their official inspection. The Commission fixed upon Monday, September 2nd, 1907, for the inspection of said line, pursuant to which Commissioner Mills made a careful examination of the road in question and found the same in excellent condition for operating, being fully up to legal requirements.

The company was notified that it would be necessary, in accordance with the provisions of Chapter 260, General Laws of 1907, to file maps, profiles, with table of grade, curvature and mileage, also statements of other characteristics of the road, with a statement showing the complete cost thereof, before a certificate of approval could issue.

The company complied with all these necessary requirements except as to the statement of cost, which it was alleged would require a few weeks for completion.

The Commission thereupon granted temporary permission to operate said line, with the understanding that the permanent permit would be issued upon the filing of the statement in detail of the cost of the road.

ABANDONMENT OF RAILROADS.

Section 2039, Revised Laws of 1905, as amended by Section 5, Chapter 261, General Laws of 1907, provides that a railway company desiring to abandon or close for traffic any portion of its line, siding, sidetrack, spur or other railway track, shall first make application to the Commission in writing. Before passing upon such application the Commission shall fix a time and place for hearing, and require such notice thereof to be given as it deems reasonable. Upon the hearing, the Commission shall ascertain the facts and make findings thereon, and if such facts satisfy the Commission that the proposed abandonment or closing for traffic will not result in substantial injury to the public, they may allow the same, otherwise it shall be denied; or, if the facts warrant it, the application may be granted in a modified form.

Applications under the above provisions were filed by the Minneapolis, St. Paul and Sault Ste. Marie Railway Company and

Minnesota & North Wisconsin Railroad Company, a recital of the proceedings in these cases being hereto appended.

APPLICATION BY THE MINNEAPOLIS, ST. PAUL & SAULT STE MARIE RAILWAY CO. FOR AN ORDER OF THE COMMISSION AUTHORIZING THE ABOVE NAMED COMPANY TO ABANDON AND DISCONTINUE CERTAIN PORTIONS OF ITS RAILWAY OWING TO REVISIONS OF GRADE AND ALIGNMENT OF SAID RAILWAY.

On August 25th, 1907, the Commission received a communication from the above named railway company, representing that it had caused to be surveyed and located certain important changes in its line of railway in the State of Minnesota, extending from a point east of Rockford in the County of Wright to a point west of Wendell in the County of Grant; that the object of said changes was the improvement in the grade and alignment of the said railway made necessary by the increased demands of traffic; that all of said improvements involved the expenditure of a very large amount of money, but that such expenditures were justified by the increase in the efficiency of said railway.

That in order to carry out this improvement and secure better grades in the vicinity of Wendell, it was necessary to locate the improved line through said village about 1500 feet distant from the line as originally built, and to change the location of said railway between Mile Post 163 east of Wendell to Mile Post 173 west of Wendell, as shown on plat attached, marked "A;" that the improved line in the vicinity of Wendell and through said place is about to be completed and will soon be ready for traffic.

It was further represented that there is no reason for maintaining and operating more than one line of railway between said mile posts or through the Village of Wendell; that said village has a population not to exceed four hundred, and the situation of its business interests with respect to the changes would compare favorably with most other places in Minnesota or elsewhere, and that outside of said village the changes in said railway could not in any way affect any private interest.

Wherefore, the petitioner prays for an order of the Commission authorizing it to abandon and discontinue the use of said original railway between Mile Posts 163 and 173 wherever the same does not coincide with said re-located line.

Subsequent to the filing of the foregoing petition, a supplemen-

tary petition was sent in covering the revision of the said line of railway embraced in the following described sections:

1. The section near Rockford extending from a point about midway between Mile Posts 24 and 25 to a point near Mile Post 29, as shown on plat attached and marked Exhibit "A."

2. The section embraced in said revised track known as the Barrett revision, extending from a point midway between Mile Posts 146 and 147 to a point near Mile Post 153, as shown on plat attached, marked Exhibit "B."

3. The section embraced in said revised track known as the Kensington revision, extending from a point midway between mile posts 136 and 137, to a point near mile post 145, as shown on plat attached, marked Exhibit "C."

That all of said work of revision is drawing to completion and it is desired to put into operation all of said new track and to abandon the original track covered by said revisions as shown by said Exhibits; that there is no reason for maintaining and operating more than one line between the points named and no business interests will be affected by the abandonment of the original line.

Wherefore the petitioners pray for an order authorizing the abandonment of its original line of railway between the point of beginning and ending of the revision in each section of road as described in and shown by said Exhibits A, B and C.

The Commission, in company with its official engineer, made an inspection of the sections of railway embraced in the foregoing petitions and found that the alterations and re-locations in the said line would result in great improvement in the service of the road by reason of reductions in grade and elimination of curves and that no public or private interest would be seriously affected by authorizing the abandonment of the original trackage.

The only objection that came to the Commission was from a few citizens of the village of Wendell, who felt that the business interests of the village would be injuriously affected by the proposed change in location of the station building. Thereupon, the Commission, having given previous notice, visited Wendell station on the 3rd day of October, 1907, for the purpose of giving its citizens an opportunity to be heard in the matter. A number of the village residents were present whose views and sentiments were presented by Mr. F. A. Boyd, a merchant of Wendell. The result of the hearing as reported by the Commission indicated no disposition on the part of the citizens of Wendell to object to the proposed change, the

necessity for which seemed to be generally recognized, but some minor improvements were advocated, such as improvement of the road and the construction of a substantial sidewalk between the old and new locations, the expense of same to be borne by the company. These conditions were regarded as entirely reasonable by the Commission and its recommendations were made accordingly to the company which accepted and agreed to observe the same.

The order of the Commission in the "Wendell" case follows herewith:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the application of the Minneapolis, St. Paul & Sault Ste. Marie Railway Company to abandon its original line of railroad between Mile Posts 163 and 173 in Grant County.

A petition having been filed by said railroad company, setting forth among other things that in a revision of its grade it became necessary to relocate its line between Mile Post 163, east of the Village of Wendell in Grant County, to Mile Post 173, west of Wendell, and Commissioner Staples, having made a personal examination of the road proposed to be abandoned, and having heard the people of Wendell in regard thereto and made a report thereon, a copy of which report is attached to this order and made a part thereof, and the said railroad company having accepted and agreed to the conditions stated in said report, and the Commission deeming the revision of grade of great public benefit and that it is not necessary to operate the old and the new line.

It is Therefore Ordered, that the Minneapolis, St. Paul & Sault Ste. Marie Railway Company be and hereby is given permission upon compliance with the recommendations of Commissioner Staples to abandon its original line between Mile Post 163 and Mile Post 173 in this state.

By the Commission.

A. C. CLAUSEN,

Secretary.

Dated St. Paul, Minn., November 4th, 1907.

The findings and order covering the Rockford, Barrett and Kensington revisions are hereto appended:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the petition of the Minneapolis, St. Paul & Sault Ste. Marie Railway Company for authority to abandon certain portions of its track on account of revision of its grade in Minnesota.

The Minneapolis, St. Paul & Sault Ste Marie Railway Company, having petitioned the Railroad and Warehouse Commission of the State of Minnesota, alleging:

That in the fall and winter of 1905 it caused to be surveyed and located certain important changes in its line of railway in the State of Minnesota, extending from a point east of Rockford to a point west of Wendell.

That the object of said changes was an improvement in the grade and alignment of the railway, made necessary by the increased demands of travel.

That the revision near Rockford extends from a point about midway between mile posts twenty-four and twenty-five to a point near mile post twenty-nine; that said revision is shown upon the plat hereto attached marked Exhibit "A," the original track in white and the revised track in red.

That another section embraced in said revised track is known as the Barrett revision, extending from a point about midway between mile posts one hundred forty-six and one hundred forty-seven to a point near mile post one hundred fifty-three; that said revision is shown on the plat hereto attached marked Exhibit "B," the original track in white and the revised track in red.

That another section embraced in said revised track is known as the Kensington revision, extending from a point about midway between mile posts one hundred thirty-six and one hundred thirty-seven to a point near mile post one hundred forty-five; that said revision is shown upon the plat hereto attached and marked Exhibit "C," the original track in white and the revised track in red.

That the alterations and re-locations in the line of said railway were submitted to the Board of Directors of your petitioner in the month of March, 1906, and were duly approved, and from that time until the present said work has been prosecuted as vigorously as the weather conditions would permit. That some sections of the re-located line other than those referred to above were completed and put into operation, and the original track involved was abandoned prior to the enactment of the statute giving the Railroad and Warehouse Commission jurisdiction over the abandonment of railway tracks. That all of said work of revision is drawing to completion and your petitioner will desire to put into operation all of said new track and to abandon the original track covered by the three revisions heretofore referred to and as shown by said exhibits, except where it may desire to retain a portion of said original track to be used as a passing track or siding to the revised line. That there is no reason for maintaining and operating more than one line of railway between the points covered by said revision, and that no business interests will be affected by the abandonment of the original line.

Wherefore, your petitioner respectfully prays for the order of the Commission authorizing the abandonment of its original line of railway between the point of beginning and ending of the revision in each section of road as heretofore described and as shown by said Exhibits A, B and C.

After due consideration of said petition, the Commission being fully advised in the premises, It Is Ordered that the prayer of the petitioner be granted and that said railway company be and the same hereby is authorized to abandon its original line of railway between the points of beginning and ending of the revision of each section of road as described and shown by Exhibits A, B and C attached to and part of the original petition on file in the office of the Railroad and Warehouse Commission.

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated St. Paul, Minn., October 29th, 1907.

APPLICATION TO CLOSE, TEMPORARILY, THE ALDEN LAKE BRANCH
OF THE MINNESOTA & NORTH WISCONSIN RAILROAD.

An application was filed Oct. 28th, 1907, by the above-named company for permission to close for traffic, until the further order of the Commission, that portion of its line called the Alden Lake Branch, in which it was set forth that said branch was constructed as a spur of said railroad to reach the shores of Alden Lake, for the

purpose of transporting logs and forest products from the Cloquet River to its main line; that there has never been any other business or traffic over said line, except, the hauling of the company's logs and timber, as no settlers had located on land tributary to said road, nor was it likely that there would be any settlement for some time to come. The application was therefore filed to secure permission for temporary discontinuance of operation of the said branch until the settlement and growth of the country tributary thereto justified, in the judgment of the Commission, a re-opening of same for traffic.

The company was notified that an official inspection of the line would be made by a representative of the Commission on Thursday, October 31st, 1907, and pursuant thereto Commissioner Ira B. Mills made a careful examination of the line and its tributary conditions on the date mentioned, resulting in the following order:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the petition of the Minnesota and North Wisconsin Railroad Company for permission to close for traffic the Alden Lake branch of said road.

Upon the filing of the petition herein, Commissioner Mills made a personal examination of the line of road of the petitioner called the Alden Lake Branch, same being a spur extending from Alden Junction in the northwest corner of Section thirty-four (34), Township fifty-three (53), Range thirteen (13) west, to the shores of Alden Lake in the southwest quarter of Section twenty (20) of the same town and range, and also extending in a shorter spur from the above named spur track in the southwest quarter of Section twenty-nine (29) to the southeast quarter of Section twenty-two (22), in the same town and range to the shores of Gallagher Lake.

After examination of said line, the Commissioner made the following report: That he had been over said line, and that all the timber that was available for market had been cut off and that there were no settlers tributary to said line; and that at the present time and probably for sometime to come there will be no business for this line of road.

It is Therefore Ordered, that permission be given to said railroad company to temporarily close for traffic the line of road above described until the further order of the Commission.

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated St. Paul, Minn., Nov. 1st, 1907.

INCREASES IN CAPITAL STOCK.

Under the provisions of Section 2872, Revised Laws of 1905, any railroad corporation before it shall increase its capital stock shall apply to the Railroad and Warehouse Commission, in writing, setting forth the amount of the proposed increase and the purpose

for which it is desired. The Commission shall then fix a time and place for hearing and require such notice to be given as they may deem reasonable. They shall make findings of the facts established and allow or disallow the proposed increase accordingly.

The provisions of Section 2872 do not essentially differ from those of the General Statutes of 1894. By virtue of these laws there have been several cases before the Commission during the past seven years, wherein applications for permission to increase capital stock have, after due proceedings, been granted.

Prior to the 1905 revision of the statutes corporations incorporated under special charters, like the Great Northern Ry. Co., were exempt from applying to the Commission to increase their capital stock by Chapter 43, of the General Laws of 1903.

This statute having been repealed by the Revised Laws, the Great Northern directors voted an increase of \$60,000,000 of capital stock.

In December, 1906, the Attorney General commenced an action in the District Court to restrain this issue as a violation of the provisions of Section 2872, of the Revised Laws of 1905.

The District Court issued an injunction holding that the Company had no right to issue this stock without first obtaining the consent of the Commission. The case was carried to the Supreme Court by the company, and it was there held that Section 2872 was in violation of the Constitution of the state in that it delegated legislative powers to the Commission. The court recognized the right of the legislature to prescribe the amount of capital stock a railroad corporation could issue, the terms, conditions and the purpose for which it could issue stock, and the right to require before issuing the stock that the Commission inquire into the facts that were made necessary by the legislature to authorize the issue, and if it found that such facts existed to authorize the stock, and if it found that the facts did not exist to deny the right to issue it; but the legislature could not delegate to the Commission the right to say on what terms and conditions the railroad company should issue stock; those conditions must be prescribed by the legislature itself.

GROSS EARNINGS TAX LITIGATION.

When the gross earnings tax on the railways of Minnesota was increased in 1905 from three to four per cent, the Great Northern Railroad Company opposed the increased rate as inapplicable to that

part of the road covered by the charter of the Minnesota and Pacific Company in the early days, it being alleged that this company received in 1857 a charter from the Territory of Minnesota containing among others a provision that said company should never be required to pay more than three per cent on its gross earnings. The company in time became bankrupt and the property had passed successively to the St. Paul & Pacific Ry Co., St. Paul, Minneapolis & Manitoba Ry. Co., and in 1890 was acquired by the Great Northern Ry. Co. The lines covered by the charter referred to include the road from St. Paul to Breckenridge via Willmar and from St. Paul to St. Vincent via St. Cloud and Fergus Falls.

At the time the gross earnings tax for 1905 became due, the Great Northern Company paid into the state treasury its tax upon the basis of three per cent declining to pay the additional one per cent, claiming exemption from the increase by virtue of its rights under the original charter. The Attorney General commenced an action in January last to enforce payment of the full rate, and the case is still in the courts awaiting settlement. The amount of tax unpaid and in dispute for 1905 is \$120,737.38 and for 1906, \$126,776.33. A new installment will soon be due from the tax certified for 1907.

A similar question arose in 1897 as to the proper rate of taxation to be certified as payable by the Chicago Great Western Railway Company.

Under the provisions of a special charter granted in the year 1854 and renewed in 1856 to the Minnesota and Northwestern Railroad Company, a parent company of the Great Western, that company obligated itself to pay or cause to be paid annually thereafter two per cent of its gross earnings as taxes. The Chicago Great Western Ry. Co. in 1893, therefore, objected to the increase in its rate of taxation to three per cent, on the ground that the charter provisions referred to constitute a contract between the Minnesota & Northwestern Railroad Company and its successors on the one part and the Territory and State of Minnesota on the other, equally binding on both parties and not subject to change by either without the consent of the other. In its decision the Commission did not assent to this proposition but left it open subject to future consideration by the legislature and the courts, simply holding that until the original acts are amended or modified the company cannot be required to pay a higher rate than two per cent.

The act of 1905 increasing the tax on gross earnings to four per cent applies to all railroad companies and, in the opinion of the Commission, is sufficient legislation to authorize the collection of the four per cent tax. The Commission has, since that time, certified four per cent as the taxes due from Chicago Great Western Company. The company has, however, resisted the payment of more than two per cent and an action is now pending in the courts to enforce collection of the full tax.

INSPECTION OF TRACK SCALES USED BY COMMON CARRIERS.

A law was enacted by the Legislature of 1907, entitled "An Act to give the Railroad and Warehouse Commission jurisdiction over track scales used by Common Carriers for the purpose of weighing carload freight." Said act is designated as Chapter 357, General Laws 1907, and provides as follows:

"Be it enacted by the Legislature of the State of Minnesota:

Section 1. The Railroad and Warehouse Commission shall have power to enforce reasonable regulations for the weighing of cars of freight offered for shipment in carload lots.

All track scales used by common carriers for the purpose of weighing carload freight shall be under the control and jurisdiction of the commission and subject to inspection, exempt from the jurisdiction of sealers of weights and measures. The entire cost of such supervision and inspection shall be a proper charge against the common carriers interested in or owning the several scales, the same to be paid upon a statement rendered by the Commission. All moneys collected shall be credited to the grain inspection fund.

Section 2. This act shall take effect and be in force from and after its passage. Approved April 23, 1907."

The Commission found upon investigation that the total number of track scales to be examined and tested under the above provisions was one hundred twenty-eight, located at seventy-four stations on seventeen different railroads, and in view of the importance of the work in hand, careful preparations were made in advance of the undertaking to ensure a complete and thorough inspection as contemplated by the statute.

With this end in view, a special equipment was secured, consisting of an all steel car loaded with iron to a gross tonnage of 101,100 pounds, this car and its load representing a positive, unchanging standard of weight, unaffected by climatic or other exterior conditions. The work of testing was done by using a locomotive to place the test car in different positions over the several sec-

tions of a scale and taking a record of the reading at each point, careful examination being made, in each case, of foundations and all working parts of the scale, while the test car was on the scale, thus affording an opportunity for complete inspection and proof of all its parts and conditions under a supreme test.

Whenever scales were found in a faulty condition, the work of adjusting and correcting them was done at once, if practicable, but in cases of broken parts, decayed foundations or other serious irregularity requiring special treatment, a detailed report was sent to the scale expert representing the railroad with instructions to have the fault corrected at once. This was followed by a second inspection by the expert in the employ of the Commission to finally determine the accuracy of the repaired scale.

Mr. C. C. Neale, the scale expert who had supervision of the work as representative of the Commission, was fully equipped by knowledge and experience to carry it to a successful conclusion, having been for a number of years in charge of all scales used by the State Grain Weighing Department located at the mills and elevators at the terminal points of Minnesota.

Mr. Neale has submitted the following report of the results of his investigation of the railroad track scales which came within the scope of the law herein referred to.

REPORT OF MR. C. C. NEALE, SCALE EXPERT, REPRESENTING THE RAILROAD AND WAREHOUSE COMMISSION.

Scales found correct.....	37
Scales weighing less than standard from 40 lbs. to 22,700 lbs.....	66
Scales weighing more than standard from 50 lbs. to 6,660 lbs.....	25

Total number of scales tested..... 128

The conditions causing the scales to weigh less than standard may be enumerated as follows:

Broken scales	6
Poor foundations	10
Leverage shifted	8
Wrong additional weights.....	4
Worn out pivots.....	15
Binding conditions	23

Total 66

The conditions causing the scales to weigh more than standard may be enumerated as follows:

Leverage shifted	12
Broken scales	2
False balance	8
Wrong counter weights.....	1
Scales improperly built.....	2

Total 25

From this table it will be seen that the great tendency of scales is to weigh less than standard, and this fact has always been recognized in the work of scale testing and adjusting.

The various railroad companies have done everything in their power to facilitate the testing of the scales by the state on their respective roads, and all concerned have given the matter serious attention and seem to appreciate the fact that the effort has been to make the work really mean something of consequence.

INTERLOCKING PLANTS.

New interlocking plants and changes in existing plants were inspected and approved by the Commission during the past year:

At Breckenridge, at the crossing of the Northern Pacific Railway by the Great Northern Railway,—changes and additions in original plan. Inspection of plant as revised, made December 14th, 1906, and approved.

At Crystal, at the crossing of the Great Northern Railway by the Minneapolis, St. Paul and S. S. Marie Ry. Inspected and approved December 22, 1906.

At Detroit, at the crossing of the Northern Pacific Ry. by the Minneapolis, St. Paul and S. S. Marie Ry. New additions and extensions. Inspected and approved March 18th, 1907.

At St. Anthony Park, about two miles north, at the crossing of the Minnesota Belt Line Ry. with the Northern Pacific Ry. (St. Paul & Duluth). Inspected and approved April 22, 1907.

At Hinckley, at the crossing of the Great Northern Ry. by the Northern Pacific Ry. Revision of plant. Inspected and approved May 24th, 1907.

COMPLAINTS OF CAR SHORTAGE.

There were 208 complaints of car shortage during the twelve months, covered by this report, ending November 30, 1907, as follows: December (1906) 27, January (1907) 13, February 36, March 43, April 24, May 10, June 1, July 1, August none, September 5, October 44 and November 4, total 208.

This shows 109 complaints in excess of the number filed in the previous corresponding twelve months, but is accounted for by the increased number of complaints of car shortage in the spring

months of 1907, when the large movement of grain and other products from the crop of 1906, which had been tied up by the congested winter conditions was again under way. In addition to this there was an urgent demand at this time for cars to care for the heavy emigration movement into North Dakota and Western Canada.

It is not anticipated that the difficulties of car shortage or the hardships from scarcity of fuel experienced at many points in Northern Minnesota and North Dakota a year ago will be repeated during the present winter. Since early in November, there have been no complaints filed in this office of lack of cars for any purpose. During the present winter season up to the time of closing this report there has been no case of complaint of shortage of fuel or of cars for same, whereas, during the preceding season there were many. Much fear and many dire predictions were indulged in that similar experiences might be looked for this winter, which have thus far failed to materialize. It is evident that there has been a universal recognition of the importance of early attention to this vital question in view of the preceding winter's experience. The systematic campaign of education on this point made through the public press during the summer months was no doubt largely instrumental in bringing about this improved condition. Another ground for the assumption that the fuel question will not give cause for further anxiety is the remarkably mild weather of October and November this year and which promises to continue well into the new year, as contrasted with that of a year since.

The sudden cessation of the demand for cars heretofore referred to as having occurred early in November, has given rise to the conclusion in many minds that the grain crops of 1907 in the northwest will prove to have been considerably short of the official estimates made at the close of the harvest, but this will be demonstrated only when the spring movement of 1908 is completed.

A detailed list of car shortage complaints will be found on page 77.

APPLICATIONS FOR DEPOTS AND DEPOT SERVICE

Citizens of Erhard on G. N. Ry.; application for an agent. Regular custodian service ordered by Commission.

Carl Berg, Syre on N. P. Ry.; application for regular agent. Company furnished same.

Citizens of Lakeland, on C., M. & St. P. Ry.; petition for station service. Custodian service furnished.

Citizens of Graceton on Canadian Northern Ry.; petition for a station agent. Business limited and a custodian was appointed.

Hampe Bros. et al., Thielman, on C., M. & St. P. Ry.; petition for a new depot. After investigation, the company promised to furnish same within a reasonable time.

R. O. Miller, Porter on C. & N. W. Ry.; complaint of unsatisfactory station service. Assurance given by company that service would be improved.

C. D. Griffith, Wheaton, on C., M. & St. P. Ry.; toilet arrangements needed at depot. Company promised prompt attention.

Citizens of Montevideo, on C., M. & St. P. Ry.; complaint of lack of toilet facilities at station. Company advised no sewer available within seven hundred feet, but would furnish facilities as soon as practicable.

D. C. Behrens, Wright, on N. P. Ry.; failure of agent to keep depot open for night trains. Company promised immediate relief.

William Sims, Barker on N. P. Ry.; complaint regarding neglected condition of station building. A satisfactory improvement in conditions made by company.

G. Prestegaard, Latona on G. N. Ry.; request for a station building. Advised to make a formal petition in writing. Matter dropped.

Frank Kolar, Biscay, on C., M. & St. P. Ry.; unsatisfactory station service alleged. Complaint adjusted satisfactorily.

Village Council, Lonsdale, on C., M. & St. P. Ry.; petition for restoration of telegraph service. Complaint investigated by company and service restored.

Citizens of Magnolia, on C., M. & St. P. Ry.; complaint that depot waiting room is not kept open at night. Company arranged to have service made satisfactory.

W. J. Underwood, Gen. Mgr. C., M. & St. P. Ry.; application for permission to permanently discontinue service at South Minneapolis station. Reported in full, page 87.

Northern Pacific Ry. Co.; application to withdraw agent permanently at Belle Prairie station, owing to small volume of business. Reported in detail page 87.

Citizens of Biscay, on C., M. & St. P. Ry.; petition for the appointment of a regular station agent. Company agreed to furnish same.

T. M. Partridge Lumber Co., Houghton, on M. & I. Ry.; petition for establishment of a station and station service. Petition denied owing to station existing less than two miles distant.

B. B. Bartlett, Hackensack, on Minn. & Int. Ry.; complaint that station is not kept warm in winter. Company gave assurance of no further cause for similar complaint.

A. P. Frandon, Jr., Grasston, on G. N. Ry.; unsatisfactory depot service alleged. Complaint satisfied by improvement in service.

H. G. Odden, Echo, M. & St. L. R. R.; depot not opened for accommodation of passengers for night trains. Satisfactorily adjusted.

Business Men's Association, Wykoff, on C., M. & St. P. Ry.; petition for a permanent station agent. Granted by company.

F. A. Culver, et al., Keewatin, on G. N. Ry.; petition for the erection of a station building. Investigation showed limited business, but company promised reasonable service would be furnished.

Citizens of Stockwood, on N. P. Ry.; complaint of unsatisfactory depot location. Investigated by Commission and location settled.

Citizens of Fridley, on N. P. Ry. and G. N. Ry.; complaint of removal of station facilities. Investigation showed a small station building and short side track still remaining which the company promised to retain.

Citizens of Muskoda, on N. P. Ry.; petition for re-location of station building. After investigation the Commission recommended a convenient location to the company, south from its present position.

F. G. Tuttle, Belview, on M. & St. L. R. R.; alleged unsatisfactory station service. Brought to the attention of the company and improved service secured.

Citizens of Hastings, on C., B. & Q. R. R.; bad condition of approaches to the freight depot. Company gave assurance of early improvement.

Citizens of Flaming, on N. P. Ry.; petition for station facilities. Company promised to furnish small building for shelter of passengers and freight.

Citizens of Strathcona, on G. N. Ry.; petition for a depot. Commission recommended the construction of a suitable building and provision for custodian service, which was agreed to by the company.

Citizens of Beaudette, on Canadian Northern Ry.; petition for a depot. Reported in detail, page 88.

Citizens of Williams, on Canadian Northern Ry.; petition for a depot. Reported in detail, page 88.

Village Council, Sauk Centre, on G. N. Ry.; petition for improved toilet facilities at station. Case pending.

Citizens residing at and near Miltona, on "Soo" Ry.; petition for construction of a station building. Case pending.

Citizens at and near Constance, on G. N. Ry.; petition for the construction of a depot. Case pending.

William Sims, et al.: Huson, on G. N. Ry.; unsatisfactory depot service. Case pending.

Citizens at and near Cedar, on G. N. Ry.; petition for improved station facilities. Case pending.

Citizens of Andover, on G. N. Ry.; protest against proposed abandonment of station. Case pending.

APPLICATIONS TO CLOSE DEPOTS TEMPORARILY

Jan. 28th, 1907—Application by Great Northern Ry. Co. for extension of time for re-opening Crystal Bay station until May 1st, 1907. Application granted.

April 21, 1907—Application by C., M. & St. P. Ry. Co. for permission to dispense with service of regular agent at Armstrong, owing to decreased business. Application granted until further order, custodian service in the meantime to be substituted.

May 27th, 1907—Application by Great Northern Ry. Co. to close Childs station on account of falling off in business. Permission granted to close until Sept. 1st, 1907, at which time the former service to be restored.

August 12th, 1907—Application by Northern Pacific Ry. Co. to close Mahtomedi station during winter season, beginning Oct. 1st. Application granted.

Nov. 30th, 1907—Application by the Great Northern Ry. Co. to close the stations of Crystal Bay, Spring Park and Minnetonka Beach until the opening of the lake season in the spring. Application granted.

PLATFORMS.

Residents and shippers at and near Pennock, on G. N. Ry.; petition for the construction of a loading platform. Reported in full, page 89.

Residents and shippers at Radium, on "Soo" Ry.; petition for a loading platform. Company agreed to construct same as soon as the conditions of weather and ground permitted.

William Ash et al., Grampian, on "Soo" Ry.; petition for a loading platform. Company advised that the improvement would be furnished.

Citizens of Swift, on Canadian Northern Railway; petition for a loading platform. Reported in detail, page 90.

Citizens of Lengby, on G. N. Ry.; application for a loading platform. Owing to lateness of season advised to postpone application until spring.

Knute Knutson, Swift Falls; application for a loading platform at Benson, on G. N. Ry. Company constructed same.

James C. Town, Homer, on C., M. & St. P. Ry.; application for an extension of one hundred feet to present loading platform. Company agreed to furnish same.

Village Council, Nymore, on M. & I. Ry.; petition for a passenger platform. Case pending.

ELEVATOR SITES.

Farmers' Co-operative Elevator Co., Hancock, on G. N. Ry.; application for an elevator site on right of way. Site furnished by company.

P. Dolman, Cambridge, on G. N. Ry.; application for a site on right of way for a grain and potato warehouse. Granted by company.

SIDETRACKS.

Citizens of Ude, on the Northern Pacific Ry.; petition for a sidetrack. Company agreed to construct same as soon as practicable.

Kaye & Dumert Lumber Co., Minneapolis; application for a sidetrack between the stations of Wright and Tamarack, on N. P. Ry. Reported in full, page 92.

L. A. Thorsen, on N. P. Ry.; application for a sidetrack to gravel pit about one mile west of Melvin. After investigation the Commission found the conditions such that it could not require the railway company to furnish the track.

Citizens of Steele County vs. C., R. I. & P. Ry. Co.; petition for a sidetrack at Mile Post 275, between Ellendale and Owatonna. Reported in full, page 90.

Citizens and shippers of Beaudette, on Canadian Northern Ry.; petition for extension of sidetrack facilities. Reported in full, page 93.

Application by Great Northern Railway Co., to take up certain tracks connecting with the mill of Foley-Bean Lumber Co., at Milaca, the mill having been closed. Application granted.

Citizens of Williams, on Canadian Northern Ry.: petition for additional sidetrack. Reported in detail, page 92.

Citizens of Swift, on Canadian Northern Railway: petition for an extension of sidetrack. Reported in detail, page 93.

Citizens of Roosevelt, on Canadian Northern Ry.: petition for an additional sidetrack. Reported in detail, page 94.

C. E. Varley & Co., Big Lake, on Northern Pacific Ry.: application for sidetrack to potato warehouse on land adjacent to right of way. Advised that formal petition and proceedings would be necessary.

Farmers' Elevator Co., Barrett, on "Soo" Ry.: complaint that sidetrack to elevator was to be moved away. Company disclaimed any such intention.

Henry Smith, Stockwood, on N. P. Ry.: petition for replacement of a sidetrack which had been removed. Company promised to rebuild same at once.

Borg Bros., Grayling, on N. P. Ry.: application for extension of existing sidetrack. Company agreed to construct same.

Village Council, Newport, on C., M. & St. P. Ry.: petition for a sidetrack. Case pending.

Farmers' Elevator Co., Doran, on G. N. Ry.: petition for certain changes in sidetrack. Case pending.

J. A. Cole Milling Co., Rochester, on C. G. W. Ry.: application for a sidetrack to mill. Case pending.

WYES.

Citizens of New Ulm vs. C. & N. W. and M. & St. L. R. R. Co.; petition for a "Wye" at New Ulm. Reported in full, page 94.

Citizens of Olmsted County vs. C. & N. W. Ry. Co. and C. G. W. Ry. Co.; petition for a "Wye" at Rochester. Reported in full, page 96.

Citizens of Carver County at and near Norwood vs. M. & St. L. R. R. Co. and C., M. & St. P. Ry. Co.; petition for a "Wye" at Norwood. Case pending.

Citizens of Detroit vs. N. P. Ry. and "Soo" Ry.: application for a "Wye." Case pending.

TRAIN SERVICE.

W. B. Clarkson vs. C., M. & St. P. Ry. Co.; complaint of unsatisfactory train service on Preston branch. Reported in detail, page 98.

Commercial Club, Lakeville, on C., M. & St. P. Ry.; complaint of inadequate passenger train service and request for an additional train. Company advised its intention to install additional service in near future.

Citizens of several towns on the River Division of the C., M. & St. P. Ry.; complaint of insufficient passenger train facilities. Reported in detail, page 100.

Village Authorities and citizens of Twin Valley, on Northern Pacific Ry.; complaint of serious delay in arrival of mail trains. Company advised delay caused by bad weather which would disappear with advent of good weather.

Citizens of Fond du Lac and New Duluth, on Northern Pacific Railway; petition for reinstatement of train service to and from Duluth, which had been abandoned. Reported in full, page 103.

Citizens of Minnetonka vs. Twin City Rapid Transit Co.; petition for establishment of winter service, between Minneapolis and Minnetonka. Petitioners advised that Commission lacked jurisdiction.

W. P. Hanson, McGregor, on N. P. Ry.; request that trains be required to stop at Grass Twine Station on signal. Company promised to make the arrangement.

B. Berkins, Chester, on C. & N. W. Ry.; request that train 502 be required to make Sunday stops at Chester. On being brought to attention of company, it granted the concession asked for.

Stock shippers on Preston branch of C., M. & St. P. Ry.; complaint of irregular stock train service, it being alleged that trains frequently pulled out ahead of schedule time. Company promised investigation and removal of further cause for complaint.

Citizens residing between Rochester and Winona vs. Chicago Great Western Ry. Co.; complaint of bad conditions of road and inadequate train service. Reported in detail, page 101.

Citizens of Bruno, on G. N. Ry.; complaint of inadequate train service. Complaint not sustained.

Citizens of Jacobson vs. Swan River Logging Co.; complaint of inadequate train service between Swan River and Mississippi. Investigation developed that defendant was a common carrier operating a part of the Great Northern system and were notified that service must be improved. Improved service established.

Citizens of Bongard, on C., M. & St. P. Ry.; petition for an order requiring the company to stop its through trains Nos. 3 and 6 at Bongard. This being a flag station only, with small business, the petition was denied.

E. L. Ford, Mazeppa, on C., M. & St. P. Ry.; request that present passenger train schedule between Wabasha and Faribault be reversed. Not granted.

Charles L. Wood, Castle Rock, on C., M. & St. P. Ry.; complaint of unsatisfactory passenger train schedule. Requested to file more specific complaint, but failed to do so.

Paul Jacobson, Jacobson vs. Swan River Logging Co.; inadequate train service between Mississippi and Swan River. Not sustained.

Commercial Club, Osseo, on G. N. Ry.; complaint of unsatisfactory passenger train service. Case pending.

COMPLAINTS AGAINST COMMISSION MERCHANTS.

Peter Voegele, Faribault, Minn. vs. Miller & Holmes, St. Paul. Alleged failure to make full returns on shipment of produce to be sold on commission. Satisfactory explanation and adjustment secured.

Beaudry & Laniel, Brooks, Minn. vs. Loftus-Hubbard Elevator Company, St. Paul. Complaint of incorrect returns on sale of hay consignments. Satisfactory settlement secured.

Almann & Waggoner, Donnelly, Minn. vs. Duluth Grain & Produce Co. Complaint of unsatisfactory returns on certain consignments of farm produce. An adjustment secured which was mutually satisfactory.

A. A. King Warehouse Co., Eau Claire, Wis. vs. Duluth Grain & Produce Co. Complaint of improper returns on consignments of farm produce. Complaint dismissed for lack of evidence to sustain same.

RATE CASES.

Petition of citizens and shippers of Wadena to have distributing rates established out of that city. Reported in detail, page 24.

John Moonan, Waseca; complaint of discrepancy in rates on grain between Waseca and Minneapolis as between the Minneapolis & St. Louis and the Chicago & Northwestern Railways. Reported in detail, page 109.

Ebner Milling Co., Wadena, on G. N. Ry.; complaint of unjust raising of minimum weight on grain milled-in-transit destined to South Dakota points. Complaint dismissed for want of jurisdiction.

Loftus-Hubbard Elevator Co., St. Paul; application for a ruling as to switching charges on cars between St. Paul and State Fair Grounds. Reported in detail, page 111.

D. C. Halvorson, Clear Lake, on G. N. Ry.; complaint of discrepancy in rates on potatoes to Kansas City. Investigation showed no discrepancy as alleged and complainant so advised.

Central Warehouse Company vs. Minnesota Transfer Ry. Co. Complaint of unreasonable switching charges. Reported in full, page 112.

E. A. Christensen, Hewitt; alleged excessive express rates on money from Minneapolis to Hewitt. Investigation showed mistake of agent at Hewitt and overcharge refunded.

Rochester Merchants' Association; complaint of discrimination against Rochester in rates on grain to Chicago. Matter taken up with C. & N. W. Ry. and C. G. W. Ry. and a satisfactory rearrangement of rates secured.

C. E. Varley & Co., Clear Lake; complaint of wide disparity in rates on potatoes to the various points in Illinois and Missouri. Although involving interstate shipments, the Commission was instrumental in bringing about a satisfactory adjustment through the local railroad companies.

Staples Lumber Co., Staples, on Northern Pacific Ry.; alleged excessive rates on lumber in carloads from Staples to Pine River as against rate from Staples to Bemidji. Rate satisfactorily adjusted.

Lindstrom Mill Co., Lindstrom, on N. P. Ry.; complaint of excessive rates on mill products to points south and east of St. Paul. Satisfactory adjustment made through Northern Pacific Ry. Co.

Application by the Canadian Northern Railway Co. for exemption from merchandise rates schedule. Reported, page 36.

Application by the Minneapolis & Rainy River Ry. Co. for exemption from the provisions of Chapter 232, General Laws 1907, relating to commodity rates. Reported, page 37.

Application similar to the above by the Minneapolis, Red Lake & Manitoba Ry. Co. Reported, page 40.

Application similar to the above by the Chicago, Burlington & Quincy Railroad Company. Reported, page 41.

Application similar to the above by the Minnesota & International Railway Company. Reported, page 41.

Application similar to the above by the Duluth & Northeastern Railroad Co. Reported, page 42.

Jacob Firestone, St. Paul, vs. C., St. P., M. & O. Ry.; application for a fixed switching rate to complainant's warehouse. Reported in full, page 108.

Application by Minnesota Transfer Ry. Co. to establish certain switching charges. Reported in full, page 114.

Investigation by the Commission into reasonableness of switching charges on livestock between St. Paul and South St. Paul. Reported in full, page 109.

Loftus-Hubbard Elevator Co. vs. various Ry. Cos.; alleged unjust minimums on hay and straw shipments. Reported in full, page 105.

Adjustment of "Commodity In Rates" to country distributing points. Reported in full, page 26.

Joseph W. Reynolds vs. Great Northern Railway Co.; complaint as to reasonableness of rates on ties and other forest products. Case pending.

Citizens and manufacturers of New Ulm; application for uniform switching rates. Case pending.

Geo. S. Loftus, St. Paul; complaint alleging discrimination in passenger fares to Minneapolis and St. Paul in favor of Minneapolis. Reported on page 111.

Albert Lea Hide & Fur Co. v. Minneapolis & St. Louis Railroad Company decline to accept hides for shipment except on certain days. Case pending.

Lindsay Brothers vs. Chicago Great Western Railway Company; discrimination in rates on agricultural implements. Case pending.

D. J. Libbey, Minneapolis, vs. Chicago, Milwaukee & St. Paul Railway Co.; want location of industry on C., M. & St. P. tracks. Case pending.

Henderson-Morris Lumber Co. vs. Northern Pacific Ry. Co.; use of sidetrack to industry. Case pending.

EXPRESS RATES AND CLASSIFICATIONS.

Investigation by the Commission on its own motion as to reasonableness of express rates in Minnesota. Reported in full, page 31.

Bridgeman & Russell Company, Duluth; complaint that Northern Pacific Express Company had advanced its rates on milk and cream without the consent of the Commission. Reported in full, page 32.

Application of Wells-Fargo Express Co. to change its classification of acids and batteries. Reported in detail, page 116.

OVERCHARGES AND CLAIMS.

Leine Mercantile Co., Bergen, N. D., vs. M., St. P. & S. S. Marie Ry.; claim for non-delivery of goods. Claimants advised to take action through the courts.

R. J. Morris, Tamarack, on N. P. Ry.; claim for damage caused by delay in handling emigrant effects. Record secured showing how shipment was handled and forwarded to complainant.

A. T. Olson, Ada, on G. N. Ry.; overcharge on shipment of emigrant effects. Satisfactorily settled.

A. D. Grignon, Pitt, on Canadian Northern Ry.; complaint of damage by reason of delayed shipments from Duluth. Complaint finally withdrawn.

J. L. Freeland, Zimmerman, on G. N. Ry.; claim for non-delivery of goods. Adjusted satisfactorily.

Ed. Berland, Brainerd, on N. P. Ry.; claim of overcharge on shipment of lumberman's outfit. Claim not sustained.

R. Loheyde, New Ulm, on C. & N. W. Ry.; claim for damage account of loss of baggage. Owing to dispute as to facts, complainant advised that it was a question for the courts.

Griggs & Company, St. Paul; claim against Soo Ry. for overcharge on oil. Not sustained.

F. H. Fashinder, St. Paul; alleged overcharge on shipment of household goods over Wisconsin Central Ry. Company agreed to settle claim.

Maland Bros., Frost, on C. & N. W. Ry.; claim for damage to goods in transit. Satisfactorily settled.

T. F. McCready, Driscoll, N. D.; alleged overcharge on shipment of emigrant effects from Minnesota Transfer to Driscoll, N. D. Plaintiff advised Commission had no jurisdiction.

J. P. Holmberg, North Branch, on the N. P. Ry.; claim for damage to goods in transit. Investigation showed damage caused by negligence of shipper. Company refused claim.

Guy Crosby, Hibbing, vs. M. & St. L. R. R.; claim of overcharge on emigrant effects from Langdon, Iowa, to Hibbing, Minn. Claim investigated and company advised to allow same.

W. P. Devereux Co., Minneapolis, vs. Terminal Dispatch Association; claim of excessive demurrage charges. Pending investigation, complaint was withdrawn.

Loftus-Hubbard Elevator Co., St. Paul, vs. C., St. P., M. & O. Ry.; alleged overcharge for switching car from Western Ave. to East St. Paul. Claim sustained and overcharge refunded.

Chas. Holm, Elk Point, vs. U. S. Express Co.; claim of damage by diversion of shipment of meat. Claim settled by express company.

Rush City Mercantile Co. vs. N. P. Ry. Co.; alleged overcharge on hay shipment. Not sustained.

Hennepin Bridge Co. vs. "Soo" Line; alleged overcharge on bridge tools. Not sustained.

C. J. Petrushke, West Duluth, vs. N. P. Ry.; overcharge on lumber from Seeley's Spur, Wis., to Duluth. Complainant advised that Commission had no jurisdiction.

P. N. Tannahill, Browns Valley, vs. G. N. Ry.; alleged overcharge on bridge tools. Not sustained, charges being found in accordance with tariff.

Stevenson & Company, Akeley, vs. "Soo" Ry.; overcharge on two cars of hay from Radium to Akeley. Claim settled by company.

W. P. Devereux Co., Minneapolis, vs. C., St. P., M. & O. Ry.; claim of right to refund on re-consigning charges. Not sustained.

M. J. Harrington, Jasper, vs. G. N. Ry.; alleged overcharge for passenger fare. Satisfactory adjustment made by company.

H. L. Premo, Brooks, vs. "Soo" Ry.; claim for hides spoiled in transit. Company disputed claim and complainant advised it was a case for the courts.

C. R. Rank & Co., St. Paul, vs. C., M. & St. P. Ry.; alleged overcharge on hay shipments to St. Louis, Mo. The Commission sent the papers to the Interstate Commerce Commission at Washington.

Clinton Falls Nursery Co., Owatonna, vs. C., M. & St. P. Ry.; alleged overcharge on shipments of shrubbery. Satisfactorily adjusted.

Loftus-Hubbard Elevator Co. vs. C., St. P., M. & O. Ry. Co.; overcharge on re-consignment of car of corn. Claim adjusted by company.

A. Lando, St. Paul; claim for overcharge on carload on rags from St. Paul, Minn., to Buffalo, N. Y. Claim sent to Interstate Commerce Commission at Washington, D. C., and returned as disallowed.

O. T. Stromme, Elbow Lake, vs. "Soo" Ry. and Great Northern Ry.; alleged overcharge on two carloads of livestock, Elbow Lake to Barker. Adjusted satisfactorily.

Mittun & Randklev, Fosston, on G. N. Ry.; alleged overcharge on lumber shipments from Fosston to Solway. Claim adjusted by company.

E. B. Clingman, Minneapolis, vs. C., M. & St. P. Ry. Co.; claim for overcharge for switching wood from "Soo" railway tracks. Claim not sustained.

Farmers' Elevator Co., Lamberton, vs. C. & N. W. Ry. Co.; alleged overcharge on shipment of bulkhead car containing barley and oats. Not sustained.

Mathwig & Sassa, Fairmont; claim for overcharge on carload emigrant goods, Fairmont to Winnebago. Satisfactorily adjustment made.

Bay State Milling Co., Winona; claim of overcharge by C., M. & St. P. Ry. Co. on flour from Winona to Minneapolis. Claim not sustained.

Northern Pine Manufacturers' Association vs. N. P. Ry. Co.; claim for allowance for freight paid on stakes furnished in loading lumber. Claim adjusted.

C. R. Judkins, Sauk Center, vs. Great Northern Ry.; overcharge on passenger fare from Sauk Center to Melrose. Claim adjusted.

H. F. Hagerman, Minneapolis, vs. "Soo" Ry.; alleged overcharge of two dollars in collection of demurrage. Claim not sustained.

P. C. Condit, Minneapolis, vs. C., M. & St. P. Ry.; overcharge on excess baggage. Company refunded overcharge claimed.

Cloquet Lumber Co. vs. N. P. Ry.; claim of overcharge on lumber shipment from Cloquet to Duluth. Advised to place claim before the Interstate Commerce Commission.

Rev. L. E. Koenig, Owatonna, vs. C., M. & St. P. Ry. and Great Northern Ry.; claim for loss of goods. Satisfactorily settled.

Dr. H. A. Tomlinson, St. Peter, vs. C. & N. W. Ry.; complaint of excessive charges for transporting inmates from State Hospital to Kasota. Complaint not sustained by evidence.

W. L. Wilson, Maine, vs. Northern Express Co.; alleged overcharge in express rate Battle Lake to Duluth. Adjusted satisfactorily.

J. H. Gorman, Fairmont; claim for damage to two surreys in transit from St. Louis, Mo. Advised to commence action for recovery in court.

Northwestern Coal Dealers' Association, Minneapolis, vs. C., M. & St. P. Ry.; alleged overcharge in collecting demurrage. Overcharge refunded by company.

H. L. Elliott & Co., Minneapolis, vs. Northern Pacific Ry.; claim of overcharge for switching. Claim not sustained.

State Elevator Co., Minneapolis, vs. G. N. Ry.; claim of overcharge on grain shipments from Erdahl to Akeley. Matter adjusted by company.

Ebner Milling Co., Wadena, vs. Great Northern Ry.; excessive rates on flour and feed between Wadena and points north therefrom. Found to be an error of local agent and satisfactory adjustment secured.

C. R. Rank & Co., St. Paul, vs. C., St. P., M. & O. Ry.; alleged overcharge for switching. Satisfactorily adjusted.

Bartles Oil Co., St. Paul, vs. Wisconsin Central Ry.; overcharge on shipment of empty oil barrels from Stillwater to St. Paul. Overcharge refunded by company.

Olberding & Son, Lismore, vs. C., R. I. & P. Ry.; alleged minimum charge of forty cents on certain small shipments instead of twenty-five cents, the lawful rate. Company acknowledged error and made reparation.

F. A. Sundberg, Cambridge, vs. Great Northern Ry.; alleged overcharge for storage of freight awaiting call of owner. Claim not sustained.

G. A. Stoltz, Plainview, vs. Chicago Great Western Ry.; claim of overcharge in passenger fare between Plainview and St. Paul. Claim established and refund secured.

R. I. Hawkins, Milaca, on G. N. Ry.; claim for loss of portion of shipment of junk. Brought to attention of company, resulting in settlement.

H. D. Sebring, Holland, on G. N. Ry.; claim for overcharge on agricultural implements. Claim paid by company.

H. J. Kolling & Co., Duluth, vs. Northern Pacific Ry. Co.; claim of unwarranted charge for storage of freight. A refundment of charge secured.

Stevenson & Co., Akeley, vs. G. N. Ry. Co.; claim for loss of carload of wood. After investigation company paid claim in full.

Benjamin Anderson, Mora, vs. C., B. & Q. Ry. and G. N. Ry.; alleged overcharge on emigrant effects from New London, Iowa, to Mora, Minn. Referred to Interstate Commerce Commission, who failed to sustain the claim.

V. M. Owens, Hines, on M. & I. Ry.; overcharge on shipment of horses. Claim settled by company.

P. A. Swanson, Carmody; complaint of overcharge on two carloads of emigrant goods shipped to a point on C., M. & St. P. Ry.; claim satisfactorily adjusted by company.

Beltrami Cedar & Land Co., Blackduck, on Minnesota & International Ry.; claim for overcharge on shipment of cedar posts to State Center, Iowa. Claim sent to Interstate Commerce Commission and not sustained.

State Elevator Co., Minneapolis; claim against G. N. Ry. Co. for alleged overcharge on wood shipments. Claim adjusted.

E. C. Bowman, Minneapolis; claim for damage to household goods against G. N. Ry. Co. Claim papers recalled by complainant.

COMPLAINTS OF DELAY IN MOVING LOADED CARS.

John Traun, Torah, on G. N. Ry.; complaint of delay in transporting livestock to South St. Paul. Cause of delay explained by company and better service promised.

Frank A. Penney, Tintah, on G. N. Ry.; complaint of damage account of delay two cars of livestock. Cause of delay satisfactorily explained.

Canton Bros., Watson, on C., M. & St. P. Ry.; delay to shipment of livestock. Bad condition of engine given as cause of delay.

M. Holden, Morton, on M. & St. L. R. R.; delay to shipment of livestock to South St. Paul. As both M. & St. L. R. R. and C. G. W. Ry. companies disclaimed responsibility, complainant was advised his only recourse was to file claim against the companies jointly.

Loftus-Hubbard Elevator Co., St. Paul; complaint of delay in moving thirteen loaded cars of hay on Great Northern line at Duluth, to team track for delivery. Company allege that ten of these cars had been on team track for several days, but had not yet been unloaded. No room on track for more until others were unloaded.

H. F. Hagermann, Minneapolis; complaint of delay in placing two cars of wood by G. N. Ry. Co. Complaint satisfied.

J. A. Ecklund & Co., Cokato; delay in moving car of coal from Superior. Car traced and delivery secured.

R. M. Pritchard, Felton, on G. N. Ry.; delay in moving car of hay. Car located and delivery made.

E. E. Kelley, Hawick, on G. N. Ry.; complaint of delay in delivering car of wood from Foley, Minn. Investigation showed that wood had not been loaded for shipment as alleged.

Dolenty Bros., St. Paul; complaint of delay by C., St. P., M. & O. Ry. in switching car of hay. Delivery promptly secured.

J. P. McGuire, Rush City, on N. P. Ry.; complaint of delay in moving car of hay to Two Harbors, Minn. Investigation showed misunderstanding about billing same, which was promptly corrected.

Warren Milling Co., Warren, on "Soo" Ry.; alleged delay in moving loaded cars. Reason for delay satisfactorily explained and shipments promptly cared for.

C. R. Rank & Co., St. Paul; complaint of serious delay to car of hay in transit from Oslo, on "Soo" Ry., to St. Paul. Car traced and delivery secured.

A. O. Rolfe, Ada, on G. N. Ry.; complaint of delay in forwarding coal from Duluth. Satisfactorily explained and delivery made.

E. P. Bacon, Pillager; delay in delivery of car of wood for Engleyale, N. D. Investigation showed prompt movement prevented by storm conditions.

Commercial Club, Hallock, on G. N. Ry.; complaint of serious scarcity of coal owing to delay in moving same from Superior. Investigation indicated inability of coal companies to fill coal orders as rapidly as desired.

Fertile Lumber Co., Fertile, on N. P. Ry.; delay in securing coal which had been ordered from Superior. It was found that cars had been furnished but coal company would not load same until previous orders had been supplied.

Commercial Club, Kennedy, on G. N. Ry.; delay in moving coal from Superior and serious coal shortage at Kennedy. Investigation showed coal companies had not loaded the coal on account of precedence of previous orders. Situation subsequently relieved.

Citizens of Ada, on G. N. Ry.; complaint of coal shortage and delay in moving coal cars. Alleged delay in movement not sustained, the cause being inability of coal companies to load as rapidly as ordered.

Commercial Club, Stephen, on G. N. Ry.; alleged delay in moving coal. Delay caused by severe snowstorms and blockade of all traffic. Relief furnished subsequently.

Fisher-Budd Fuel Co., Brainerd, on N. P. Ry.; complaint of suffering for want of coal. Not sustained on investigation.

Dolenty Bros., St. Paul, vs. C., St. P., M. & O. Ry.; complaint of delays in switching service. Explained on ground of adverse weather conditions.

Johnson & Olson, Minneapolis; alleged delay on part of N. P. Ry. Co. to spot cars for unloading. Satisfactorily explained.

Commercial Club, Glenburn, N. D., on G. N. Ry.; request for aid in getting coal forward to relieve threatened famine. Brought to attention of railway company, resulting in prompt efforts to relieve situation.

Commercial Club, Crookston, on G. N. Ry.; threatened coal famine account of delay in movement of coal. Taken up with company and relief secured.

P. F. Nash, Nashua, "Soo" Ry.; delay in movement of coal from Duluth. Investigation showed delay by Northern Pacific in delivery to "Soo" Ry. Coal finally secured.

M. J. Thysell & Sons, Hawley, on N. P. Ry.; complaint of serious fuel situation owing to delay in moving coal. Taken up with company and relief promised in a few days.

D. C. Lightbourne, Ada, on G. N. Ry.; complaint of scarcity of fuel account of delayed shipments. Prompt delivery of cars secured.

Hastings Malting Co., Hastings; delayed coal shipments from Superior, Wis.; traced and delivery secured.

P. J. Ojen, Shelly, on G. N. Ry.; complaint of delay in moving car of grain to Minneapolis. Delivery promptly secured.

Loftus-Hubbard Elevator Co., St. Paul; delay in transit of two cars of hay, Red Lake Falls to Minneapolis. Cars traced and delivery secured.

Nels Knudsen, Balaton, C. & N. W. Ry.; delay in movement of car of coal; car located and delivery made.

Ruthton Milling Co., Ruthton, on G. N. Ry.; delayed coal shipments. Traced and prompt delivery made.

Wencel Benesch, Lowry, on "Soo" Ry.; delay in wood shipments. Relief promptly secured.

Herman Berg, Kennedy, on G. N. Ry.; complaint of delayed coal shipments. Investigation showed coal companies had not yet reached complainant's orders in regular course of loading. Promised relief in few days.

Metzold & Lindmeier, Stewart, C., M. & St. P. Ry.; delay in moving out car of wheat for Minneapolis. Company advised and shipment promptly moved.

Mittun & Randklev, Fosston, on G. N. Ry.; complaint of serious delay in movement of car from Pacific coast to Fosston, Minn. Car traced and delivery secured.

S. F. Snyder, New Prague, on M. & St. L. R. R.; complaint of delay in shipment of household goods from Raymond, Minn. Investigation showed delay caused by bad order condition necessitating transfer of contents.

O. M. Ulseth, Beaudette, on Canadian Northern Ry.; serious delay in moving household goods from Tenstrike, on Minnesota & International Ry. to Beaudette. Shipment traced and delivery secured.

Otisco Creamery Co., Otisco, on M. & St. L. R. R.; alleged repeated delays in handling shipments of creamery products. Referred to company, resulting in improved service.

Wolff & Lehmann, St. Paul; delay to carload of feed in transit from New Ulm to St. Paul, via M. & St. L. R. R. Car traced and delivery secured.

M. Holden, Morton, on M. & St. L. R. R.; alleged unreasonable delay in moving carload of livestock. Company reported delay caused by accident to train and was unavoidable.

COMPLAINTS OF CAR SHORTAGE.

DECEMBER, 1906.

D. H. Cunningham, Sturgeon Lake, N. P. Ry.....	Wood
R. H. Sliter & Co., Grey Eagle, N. P. Ry.....	Wood
H. P. Bjorge, Underwood, N. P. Ry.....	Wood
Jesse Barnes, Lockhart, G. N. Ry.....	Hay
M. J. Solum, Hitterdal, N. P. Ry.....	Oats
Dawson Produce Co., Dawson, M. & St. L. R. R.....	Grain
Reier Reiererson, Fosston, G. N. Ry.....	Hay
Anton Jensen, McIntosh, G. N. Ry.....	Wood
Farmers Ind. Elev. Co., Garvin, C. & N. W. Ry.....	Grain
Hans P. Bjorge, Underwood, N. P. Ry.....	Grain
A. L. Gordon & Sons, Shevlin, G. N. Ry.....	Wood
C. J. Petruske, Duluth, N. P. Ry.....	Wooden Boxes
Thomas Sauer, Zion, G. N. Ry.....	Coal
A. C. Morgan & Co., Felton, G. N. Ry.....	Hay
Chas. L. Fox, Hewitt, G. N. Ry.....	Potatoes
Farmers Elev. Co., Clitherall, N. P. Ry.....	Grain
Commercial Club, Dawson, M. & St. L. R. R.....	Grain
J. E. Reyerson, Dawson, M. & St. L. R. R.....	Grain
T. C. Hodgson, Elbow Lake, G. N. Ry.....	Wood
Farmers Elevator Co., Balaton, C. & N. W. Ry.....	Grain
Residents of Swift, Can. Nor. Ry.....	Wood
C. Christopherson, Litchfield, G. N. Ry.....	Emigrant Goods
Farmers Elevator Co., Lakefield, C., M. & St. P. Ry.....	Grain
Jacob Pederson, Shafer, N. P. Ry.....	Potatoes
H. D. Jacobson, Clarkfield, M. & St. L. R. R.....	Wood
Cones & Smith, Roosevelt, Can. Nor. Ry.....	Wood
J. D. Taylor, Swift, Can. Nor. Ry.....	Wood

JANUARY, 1907.

E. P. Bacon, Pillager, N. P. Ry.....	Wood
S. C. Moore, Elmore, Omaha Ry.....	Hay
C. A. Fryberg, Richville, "Soo" Ry.....	Wood
W. S. Bartholomew, Avon, G. N. Ry.....	Wood
J. W. Mossman, Elbow Lake, G. N. Ry.....	Wood
Parslow & Greener, Grey Eagle, N. P. Ry.....	Heading
W. P. Devereux Co., Worthington, C. R. I. & P. Ry.....	Hay
Borg Brothers, Grayling, N. P. Ry.....	Wood
Kanaranzi Elev. Co., Kanaranzi, C. R. I. & P. Ry.....	Grain
E. P. Bacon, Pillager, N. P. Ry.....	Hay and Grain
C. P. De Laittre, Grayling, N. P. Ry.....	Wood
J. P. Jydstrup, Raymond, G. N. Ry.....	Hay
E. S. Reishus, Cottonwood, G. N. Ry.....	Grain

FEBRUARY, 1907.

H. Weiranch, Fulda, C. M. & St. P. Ry.....	Grain and Hay
J. Robillard, Swift, Can. Nor. Ry.....	Wood
Co-Operative Creamery, Searles, C., M. & St. P. Ry.....	Dairy Products
Fred Ashbacher, Swift, Can. Nor. Ry.....	Timber Products
Zimmerman Bros., Raymond, G. N. Ry.....	Hay
G. H. Cunningham, Sturgeon Lake, N. P. Ry.....	Wood
Frank Schmid, Avon, G. N. Ry.....	Wood and Grain
Jacob Tabert, Brainerd, M. & I. Ry.....	Hay

P. E. Schauble, Avon, G. N. Ry.....	Wood
Farmers Mercantile & Elev. Co., Bellingham, G. N. Ry.....	Grain
A. B. Davis, Westbury, "Soo" Ry.....	Hay
C. Hill, Jackson, C., M. & St. P. Ry.....	Live Stock
Torske Bros., Borup, G. N. Ry.....	Hay
J. P. Maguire, Rush City, N. P. Ry.....	Hay
Farmers Elev. Co., Clara City, G. N. Ry.....	Grain
B. E. Everett, Jr., Sherburn, C., M. & St. P. Ry.....	Merchandise
Frank Fredeen, Taylors Falls, N. P. Ry.....	Produce and Live Stock
C. Lindeman, Ruthton, G. N. Ry.....	Corn
Elling Boyum, Osakis, G. N. Ry.....	Emigrant Goods
Showalter & Mills, Kellogg, C., M. & St. P. Ry.....	Vegetables
James Kirkland, Harris, N. P. Ry.....	Potatoes
F. H. Wolff, Harris, N. P. Ry.....	Potatoes
Emerson Commission Co., North Branch, N. P. Ry.....	Potatoes
Rowell Bros., North Branch, N. P. Ry.....	Potatoes
W. S. Bartholomew, Avon, G. N. Ry.....	Wood
A. C. Mogan & Co., Felton, G. N. Ry.....	Hay
Kanaranzi Elev. Co., Kanaranzi, C., R., I. & P. Ry.....	Grain
John Williams & Son, Lawndale, G. N. Ry.....	Hay
Farmers Elevator Co., Maynard, G. N. Ry.....	Grain
Nels Knutson, Balaton, C. & N. W. Ry.....	Wood
John Johnson, Averill, G. N. Ry.....	Hay
Domian Miller, Iona Lake, C., M. & St. P. Ry.....	Hay
Marietta Grain Co., Marietta, M. & St. L. R. R.....	Grain
Farmers Co-Operative Association, Ruthton, G. N. Ry.....	Grain
Lengby Brick & Tile Co., Lengby, G. N. Ry.....	Pulpwood
L. B. MacLean, Swift, Can. Nor. Ry.....	Wood

MARCH, 1907.

Ole Lanseth, Felton, G. N. Ry.....	Hay
L. E. Truesdell, Wright, N. P. Ry.....	Pulpwood
E. C. Schroeder, Watts Siding, N. P. Ry.....	Potatoes
Farmers Elevator Co., Clara City, N. P. Ry.....	Grain
J. M. Tucker, Stacy, N. P. Ry.....	Potatoes
J. P. McGuire, Rush City, N. P. Ry.....	Hay
A. Beers, Hancock, G. N. Ry.....	Emigrant Goods
Dennis Morin, Borup, G. N. Ry.....	Hay
C. E. Erickson, Hallock, G. N. Ry.....	Wood
Ernest Poehls, Sabin, G. N. Ry.....	Potatoes
Farmers Elevator Co., Lamberton, C. & N. W. Ry.....	Grain
Henry Schroeder, Sabin, G. N. Ry.....	Potatoes
Torske Bros., Borup, G. N. Ry.....	Hay
Gust Johnson, Bruno, G. N. Ry.....	Wood
Flakne Land Co., Beltrami, G. N. Ry.....	Hay
Farmers Elevator Co., Hampton, C. G. W. Ry.....	Grain
W. E. Ingalls, Pelican Rapids, G. N. Ry.....	Potatoes
J. O. Johnson, McIntosh, G. N. Ry.....	Hay
Elbow Lake Grain Co., Elbow Lake, G. N. Ry.....	Grain
Ira Millhouse, Alden, C., M. & St. P. Ry.....	Emigrant Goods
Jacob Ries Bottling Co., Shakopee, C., St. P., M. & O. Ry.....	Bottled Goods
Busch Bros., South St. Paul, C. G. W. Ry.....	Emigrant Goods
P. Gagnier, Mentor, G. N. Ry.....	Hay
G. Gaudette, Mentor, G. N. Ry.....	Hay
Farmers Co-Operative Elev. Co., Lakefield, C., M. & St. P. Ry.....	Grain
W. P. Chase, Felton, G. N. Ry.....	Hay
Cruzen & Tyseling, Wylie, G. N. Ry.....	Hay
Farmers Elev. Co., Lamberton, C. & N. W. Ry.....	Grain
W. P. Devereux Co., Worthington, C., R., I. & P. Ry.....	Hay

Ray Dickinson, Solway, G. N. Ry.....	Pulpwood
T. J. Strom, Fosston, G. N. Ry.....	Hay
Saterstrom & Lindh, Lengby, G. N. Ry.....	Pulpwood
Gust Anderson, Rossburg, G. N. Ry.....	Pulpwood
Lenard Muyres, Albany, G. N. Ry.....	Emigrant Goods
C. Christensen, Fosston, G. N. Ry.....	Emigrant Goods
N. Estaque, Morris, G. N. Ry.....	Emigrant Goods
Aug. Engstrand, Mora, G. N. Ry.....	Emigrant Goods
C. A. Friberg, Richville, "Soo" Ry.....	Wood
Geo. Salbakken, Emmons, M. & St. L. R. R.....	Emigrant Goods
Fred Schlieman, Appleton, G. N. Ry.....	Emigrant Goods
W. R. Christian, Kanaranzi, C., R., I. & P. Ry.....	Grain
C. H. Christopherson, Luverne, C., R., I. & P. Ry.....	Grain
Farmers Elevator Co., Hardwick, C., R. I. & P. Ry.....	Grain

APRIL, 1907.

C. Olson, Judge Station, C. G. W.....	Grain
C. H. Klein, Chaska, M. & St. L. R. R.....	Poles
F. W. Rupellius, Brandon, N. P. Ry.....	Emigrants
J. Gulbrandson, Vining, N. P. Ry.....	Emigrants
Fred Bunk, Pillager, N. P. Ry.....	Emigrants
Geo. G. Marvin, Longworth, Can. Nor. Ry.....	Timber
E. A. Linde, Longworth, Can. Nor. Ry.....	Wood
F. C. Comlins & Co., Graceton, Can. Nor. Ry.....	Timber
F. J. West, Long Lake, G. N. Ry.....	Timber
A. P. York, Bingham Lake, Omaha Ry.....	Timber
J. H. Doetzel, Lester Prairie, "Soo" Ry.....	Timber
Albert Kantrud, Rothsay, G. N. Ry.....	Timber
J. Robillard, Swift, Can. Nor. Ry.....	Wood
A. J. Cones, Roosevelt, Can. Nor. Ry.....	Timber
A. M. Ecklund, Jr., Williams, Can. Nor. Ry.....	Timber
John Mansfield, Roosevelt, Can. Nor. Ry.....	Timber
P. H. Parsons, Roosevelt, Can. Nor. Ry.....	Poles
Livingston Bros., Roosevelt, Can. Nor. Ry.....	Lumber
Norquist Bros., Roosevelt, Can. Nor. Ry.....	Lumber
Geo. G. Marvin, Warroad, Can. Nor. Ry.....	Wood
John Hanson, Elbow Lake, "Soo" Ry.....	Emigrants
L. Digiovanni, Rossburg, N. P. Ry.....	Pulpwood
Edw. Lambert, Lonsdale, C., M. & St. P. Ry.....	Emigrants
Rusling & Berg, Stephen, G. N. Ry.....	Flour

MAY, 1907.

M. A. Braatland, Ada, G. N. Ry.....	Emigrants
T. J. Winkjur, Brandon, N. P. Ry.....	Emigrants
O. Tenderholt, Appleton, G. N. Ry.....	Emigrants
Ed. Hanson, Litchfield, G. N. Ry.....	Emigrants
O. J. Olson, Maynard, G. N. Ry.....	Emigrants
T. J. Winkjur, Brandon, G. N. Ry.....	Emigrants
Deere & Ecklund, Cedar Spur, Can. Nor. Ry.....	Timber
T. M. Sweigert, Cedar Spur, Can. Nor. Ry.....	Timber
Jacob Ries, Shakopee, C., M. & St. P. Ry.....	Bottled Goods
Alfred E. Kell, Blackduck, M. & I. Ry.....	Emigrants

JUNE, 1907.

Kerkhoven Mill Co., Kerkhoven, G. N. Ry.....	Flour
--	-------

JULY, 1907.

A. M. Ecklund, Jr., Williams, Can. Nor. Ry.....Wood

AUGUST, 1907.

None.

SEPTEMBER, 1907.

John Bowe, Canby, C. & N. W. Ry.....Poultry
Oak Hill Mercantile Co., Oak Hill, G. N. Ry.....Farm Produce
Dalton Co-Operative Assn., Dalton, G. N. Ry.....Grain
J. C. Campbell, Bruno, G. N. Ry.....Posts
Woodbury & Cain, Barnum, N. P. Ry.....Lumber

OCTOBER, 1907.

Hancock Market Co., Hancock, G. N. Ry.....Grain
Farmers Elevator Co., Hendricks, C. & N. W. Ry.....Grain
Farmers Co-Operative Elev. Co., Jeffers, Omaha Ry.....Grain
W. E. Parker, Wadena, N. P. Ry.....Grain
L. O. Cooke, Kellogg, C. M. & St. P.....Vegetables
Anton Sticha, Lonsdale, C. M. & St. P.....Household Goods
Farmers Elevator Co., Wheaton, C. M. & St. P.....Grain
Storden Grain Co., Storden, Omaha Ry.....Grain
C. W. Dougherty, Muskoda, N. P. Ry.....Hay
C. Hill, Jackson, C. M. & St. P. Ry.....Grain
J. L. Mohler, Ash Creek, Omaha Ry.....Potatoes
John Rice, Fertile, N. P. Ry.....Livestock
Hazel Run Produce Co., Hazel Run, M. & St. L.....Grain
W. H. Galley, Royalton, N. P. Ry.....Potatoes
N. J. Thysell, Hawley, N. P. Ry. Co.....Grain
M. J. Solum, Hitterdal, N. P. Ry.....Grain
Farmers Co-Operative Stock Co., Ihlen, G. N. Ry.....Grain
W. Windhorst, Olivia, C. M. & St. P. Ry.....Grain
Brick & Tile Co., Fertile, N. P. Ry.....Brick
Schwantes & Kuderling, Big Stone City, C. M. & St. P. Ry.....Grain
J. Hart & Sons, Browerville, G. N. Ry.....Potatoes
Kanananzi Elev. Co., Kanananzi, C. R. I. & P. Ry.....Grain
Farmers Elev. Co., Cazenovia, C. R. I. & P. Ry.....Grain
Reimers & Pierce, New Auburn, C. M. & St. P. Ry.....Flour
Farmers Elevator Co., Danube, C. M. & St. P. Ry.....Grain
M. Leisen, Kellogg, C. M. & St. P. Ry.....Vegetables
Farmers Elev. Co., Renville, C. M. & St. P. Ry.....Grain
Warehouse & Produce Co., Myers, C. M. & St. P. Ry.....Grain
Zetterberg & Co., Mora, G. N. Ry.....Potatoes
C. E. Varley & Co., Big Lake, G. N. Ry.....Potatoes
C. H. Christopherson, Luverne, C. R. I. & P. Ry.....Grain
Farmers Ind. Elevator Co., Garvin, C. & N. W. Ry.....Grain
Marietta Grain Co., Marietta, M. & St. L. R. R.....Grain
Clarkfield Produce Co., Clarkfield, M. & St. L. R. R.....Grain
F. W. Lenihan, Lakeville, C. M. & St. P. Ry.....Grain
Farmers Elev. Co., Audubon, N. P. Ry.....Grain
Co-Operative Elev. Co., Lakefield, C. M. & St. P. Ry.....Grain
J. S. Henderson, French, N. P. Ry.....Hay
S. P. Martin, DeGraff, G. N. Ry.....Hay
J. H. Russell, Royalton, N. P. Ry.....Potatoes
A. J. McDonald, Deer River, N. P. Ry.....Piling
Kolhase & Hilpert, Bertha, G. N. Ry.....Potatoes
C. Hill, Jackson, C. M. & St. P. Ry.....Grain
Hinckley Cash Store, Hinckley, G. N. Ry.....Potatoes

NOVEMBER, 1907.

Henry Schroeder, Sabin, G. N. Ry.....	Potatoes
C. W. Daniel, Osakis, G. N. Ry.....	H. H. Goods
R. Williams, Sabin, G. N. Ry.....	Potatoes
J. A. Brandt, Foreston, G. N. Ry.....	H. H. Goods

MISCELLANEOUS COMPLAINTS.

Draymen's Association, Minneapolis; complaint that railroad freight houses close too early. Reported in full, page 117.

United Commercial Travelers' Association of St. Paul; complaint of refusal by railroad companies to transport baggage, in certain instances, on same train with passenger. Reported in detail, page 118.

Amos Harms, Douglas, on C. G. W. Ry.; complaint of company's neglect to restore a farm crossing destroyed by revision of grade. Company promised to remedy same.

H. B. Ayers, Aitkin, on N. P. Ry.; application to ship nursery stock by Northern Express Co. on night train from Kimberly. Company granted request.

P. A. Peterson, Appleton, on G. N. Ry.; complaint of damage caused by defective spark arresters on engines. Satisfactorily disposed of by company.

Wm. Sims, Huson, on G. N. Ry.; request for two railroad crossings in vicinity of Huson. Company promised to furnish same.

Geo. P. Lindstrom, Oshawa, on C. & N. W. Ry.; refusal by agent to accept eggs for shipment by freight account of danger of freezing. Matter settled satisfactorily by company.

Village Council, Atwater, on G. N. Ry.; bad condition of street crossings caused by revision of railroad grade. Company promised to remedy same.

Shippers of logs from points on Minnesota & International Railway; protest against arbitrary rule regarding transportation of logs. Reported in detail, page 119.

Northwestern Marble Works, Crookston, on G. N. Ry.; complaint of refusal of Northern Express Co. to hold notes for collection beyond twenty days. Reported in full, page 121.

A. M. Becker, Adrian, on C., St. P., M. & O. Ry.; complaint of refusal by company's agent to accept shipments of live poultry by freight account danger of freezing. Brought to company's attention and amicably settled.

Peder Pederson, Pelican Rapids, on G. N. Ry.; request for permission to pile wood on right of way for immediate shipment. Company granted same.

C. A. Carlson, Zim P. O.; application for permit to load ties at "Para" sidetrack. Permit issued by company.

Dolenty Bros., St. Paul; complaint of failure by C. G. W. Ry. Co. to report car of hay for inspection, causing loss to complainant for delay. Complaint not sustained on investigation.

J. R. Dalton, Granada, on C., M. & St. P. Ry.; application for a ruling as to validity of a free pass in view of interstate anti-pass law. Reported in full, page 122.

Fred Maltby, Rich Valley, on C., R. I. & P. Ry.; alleged dangerous crossing and request for protection. Prompt assurance of relief received from company.

C. C. Haug, Pennock, on G. N. Ry.; application to have stock scales supplied. Company furnished same.

Commercial Club, Revere, on C. & N. W. Ry.; complaint of bad condition of stockyards. Necessary repairs made by company.

Morton Mercantile Co., Morton, on M. & St. L. R. R.; complaint of incorrect weights and overcharges. Complaint investigated and adjusted.

Minnesota Surveyors' and Engineers' Society; application for amendments to baggage rules to permit carriage of engineers' tools as baggage. Reported in full, page 122.

Mrs. S. Peterson, Atwater, on G. N. Ry.; request that her farm crossing be repaired, which was unfitted for use by change in railroad grade. Company advised that crossing would be repaired.

J. W. Nightengale, Hutchinson, on G. N. Ry.; complaint of discrimination in shipments of cordwood. Investigated and adjusted by company.

Hon. J. M. Hackney, representing citizens of the Midway District, St. Paul; application for extension of free express delivery to said district. Reported in full, page 125.

B. Bennett, Milaca, vs. C., M. & St. P. Ry. Co.; complaint of refusal to haul private theatrical car. Complainant advised to file formal complaint. No reply received.

M. M. Hestenes, Bricelyn, vs. C., M. & St. P. Ry. Co.; onerous conditions in company's permit for construction of tile drain. Satisfactorily adjusted.

H. B. Ayers, Kimberly, on N. P. Ry.; alleged undue delay in handling nursery shipments. Not sustained.

State Elevator Co. vs. N. P. Ry. Co.; protest against requirement of N. P. Ry. Co. that bond guaranteeing freight charges should be furnished. Notice of hearing given by Commission, but complainant failed to appear. Case dismissed.

S. A. Selvog, Warroad, on Canadian Northern Ry.; complaint of company's refusal to ship beer on mixed trains except as express matter. Case settled satisfactorily to complainant.

Warren Milling Co., Warren, on "Soo" Ry.; complaint of refusal by railway company to redeem unused mileage. Mileage proved to be interstate and case not within jurisdiction of the Commission.

A. D. Grignon, Pitt, on Canadian Northern Ry.; delay in delivery of merchandise shipment. Company explained delay as caused by fire at Beaudette Station.

Citizens of Beaudette, on Canadian Northern Ry.; petition for an order requiring the company to fence a certain part of its right of way. Company agreed to do so.

N. H. Schomirer, Madison, on M. & St. L. R. R.; report of bad condition of stockyards. Company agreed to remedy same.

F. E. Kaepfel, St. Paul, vs. "Soo" Ry. Co.; complaint that engineers failed to ring bell or sound whistle at Bald Eagle crossing. Company promised immediate investigation and no further cause for complaint.

C. L. Luce, Albert Lea, on M. & St. L. R. R.; application for hack regulations at Albert Lea depot so as to prevent favoritism and discrimination. Railway company promised to establish fair regulations.

E. D. Sylvester, Park Rapids, vs. C., St. P., M. & O. Ry. Co.; alleged unlawful passenger rate charged. Complaint not sustained.

W. P. Devereux Co., Minneapolis, vs. Terminal Dispatch Co.; alleged discrimination in time allowed for reconsigning cars of hay at Minneapolis. Not sustained.

Minnesota Educational Association; complaint of breach of agreement by Northern Pacific, Great Northern and "Soo" Railways in refusal to grant one and one-third fare for round trip to Minneapolis. Not sustained.

Village Council, Tenstrike, on M. & I. Ry.; complaint of dangerous crossing. Reported in detail, page 125.

J. E. Hampton, Warroad, on Canadian Northern Ry.; complaint of unsatisfactory freight and station service. Service improved by company.

Hendrum Elevator Co., Hendrum, on G. N. Ry.; delay in granting site for coal shed. On being brought to attention of company site was secured.

Northern Pacific Ry. Co.; application for permission to open portion of new line for operation between Big Falls and International Falls, pending completion of the line. Reported in detail, page 44.

Daniel Shell, Worthington, on C., St. P., M. & O. Ry.; application for an order requiring the company to construct overhead bridge at highway near Worthington. Advised that Commission had no power in the premises.

William Rae, Jasper, on C., R. I. & P. Ry.; complaint that the company is daily carrying men free to and from a certain quarry near Jasper in violation of the law. Company disclaimed knowledge of fact, and promised to correct same if found true.

Citizens of Inver Grove, on C., R. I. & P. Ry.; complaint of dangerous highway crossing. Company replied that it was its intention to install a bell alarm system at once.

J. Breslauer, Cold Springs, on G. N. Ry.; complaint of refusal by conductor to stop freight train at depot platform to take on passengers. Company explained that owing to grade conditions this was impracticable at present.

Great Northern Ry. Co.; application for permission to operate new line from Fermoy to Kelly Lake. Reported in detail, page 45.

Illinois Vinegar Mfg. Co., St. Paul; complaint of refusal by Northern Pacific Ry. Co. to spot cars for unloading on complainant's spur track. Investigation showed difficulty arose through misunderstanding and matter amicably settled.

Village Council, Glyndon, on N. P. Ry.; complaint of bad condition of village street crossings and assistance of the Commission requested to have same improved. Commission advised complainants that it had no jurisdiction, but that power to remedy rested exclusively with local authorities.

A. W. Thompson, Mahtowah, on N. P. Ry.; complaint of discrimination on part of company's local agent. Not sustained by investigation.

Philip Moran, Fort Ripley, on N. P. Ry.; complaint of inadequate facilities for reaching grain warehouse on right of way. Company promised to enlarge and improve same.

Citizens of Fort Ripley, on N. P. Ry.; petition for a railroad crossing. Returned on account of lack of jurisdiction.

Village Council, Glencoe, on C., M. & St. P. Ry.; petition for a flagman to guard dangerous crossing. Referred to railway company, resulting in flagman being furnished.

C. S. Christensen Co., Madelia, on the C., St. P., M. & O. Ry.; complaint that company refuses to allow shippers to place car signs for advertising purposes on their equipment. Complaint dismissed as being outside of jurisdiction.

St. Paul Board of Trade vs. "Soo" Ry. Co.; bad condition of company's delivery yards in St. Paul. Company promised immediate attention and improvement.

Application by the various railway companies for an interpretation of the words "terminal points" as they appear in Chapter 23, G. L. 1907, known as the Reciprocal Demurrage Law. Reported in detail on page 43.

Application by the Minnesota and North Wisconsin Railroad Company to temporarily close its Alden Lake branch for traffic. Reported in full, page 49.

Application by M., St. P. & S. S. M. Ry. Co., to abandon certain portions of its road owing to revision of its line. Reported in full, page 45.

E. C. Best & Co. vs. Terminal Dispatch Association et al.; alleged unreasonable time allowed for re-consigning and re-shipping green fruit. Reported in full, page 127.

George S. Loftus, St. Paul; complaint of discrimination in passenger fares in favor of Minneapolis as against St. Paul. Notice of hearing given, but pending same complaint was withdrawn.

State Elevator Co., Minneapolis, vs. N. P. Ry.; alleged unreasonable regulations in collection of freight charges. Notice of hearing published, but complainant failed to appear.

Northern Pacific Ry. Co.; application for official inspection of the Big Fork & International Falls Ry. Reported in full, page 44.

Live Stock Commission Merchants, South St. Paul; complaint of inadequate freight train service and delays in terminal switching. Reported in full, page 128.

J. B. Kolsbun, St. Paul; complaint of unjust passenger rate charged by C., B. & Q. R. R. Co. Company agreed to adjust same.

Citizens at Myrtle, on Illinois Central Ry.; petition for a sidewalk to depot. Case pending.

Edward Lafot, Lakefield, on C., M. & St. P. Ry.; complaint against U. S. Express Co., alleging that it is conducting a fruit commission business contrary to law. Case pending.

Village Council, Newport, on C., M. & St. P. Ry. and C., B. & Q. R. R.; complaint of two dangerous street crossings. Case pending.

Village Council, Nymore, on M. & I. Ry.; application to have Nymore made a flag station. Case pending.

Application by business men of Hastings for the establishment of switching arrangements between the Chicago, Burlington & Quincy Railroad and the Chicago, Milwaukee & St. Paul Railway at Hastings. Reported, page 129.

FORMAL CASES.

DEPOTS AND DEPOT SERVICE.

South Minneapolis Depot.—An application was filed on December 31st, 1906, by the Chicago, Milwaukee & St. Paul Railway Company, for permission to discontinue service at the station of South Minneapolis, alleging that a continuation of the service was not justified by the present conditions of business, there being no freight business at the station, the entire revenue for the previous year having been derived from passenger traffic exclusively and being but \$476.67 in amount. It was further alleged that the location of the station is exceedingly dangerous, by reason of the many tracks passing upon both sides of the building.

The Commission, deeming this a matter involving public interest, fixed on January 8th, 1907, as a time for hearing the application and caused a notice thereof to be published in the Minneapolis Tribune and Minneapolis Journal on the third and fourth days of January.

No other persons than representatives of the C., M. & St. P. Ry. Co. having appeared at the time of hearing and no objections to the proposed action having been presented, after due consideration, the Commission granted the application.

Belle Prairie Depot.—On November 25th, 1906, an application was filed by the Northern Pacific Railway Company, under the provisions of Chapter 319, General Laws of 1903, for permission to withdraw the agent at Belle Prairie station on the ground that the volume of business was too light to justify the expense of maintaining an agent.

In order to afford the citizens of Belle Prairie an opportunity to be heard, the Commission designated the 27th day of December, 1906, for that purpose. The hearing came on at Belle Prairie pur-

suant to notice, the Northern Pacific Railway Company appearing by its division superintendent, M. M. Fowler, and numerous citizens were present, who submitted evidence to show the resources of the country tributary to said station and the necessity for continuation of the service. Statistics were also filed by L. W. Ayer, an old resident familiar with the past and present conditions of the village and country, which indicated the number of settlers and the amount of cultivated land and of livestock, also including stores, creameries and other industries.

It was also developed by the evidence that the station grounds and right of way were originally conveyed to the company in the year 1877 by one Franklin J. Farrand, which deed contained the following covenant:

"This land is granted for the Belle Prairie station, and this grant is upon the express condition that the sidetracks and station building, including depots for the Belle Prairie station, shall be constructed, erected, maintained and operated upon said land and upon the lands granted by S. T. Hamilton and the heirs of Nancy Mason, for station grounds at Belle Prairie."

After due consideration of the evidence and facts submitted, the Commission made its findings and order on the 18th day of January, 1907, denying the application of the company.

Beaudette Depot.—In the spring of 1907 citizens at and in the vicinity of Beaudette, on the Canadian Northern Railway, complained of inadequate depot facilities, urging that in view of the volume of business furnished at said station, they were entitled to standard depot accommodations and the services of a regular agent.

The investigation was made by the Commission, which resulted in the construction by the company of a station building twenty by seventy-five feet, fronted by a platform twelve feet wide extending the full length of the building, also a freight house with dimensions of twenty by seventy feet with platform to correspond. Since its construction, the depot has undergone further improvements in the way of enlargement of waiting room and the building of a substantial foundation.

Williams Depot.—This matter came to the Commission in the form of a petition for a suitable station building, the existing facilities being alleged to be entirely inadequate. Commissioner W. E. Young visited the station on October 9th, 1907, and found that the

existing facilities were not in keeping with the importance of the place as a shipping station, and submitted a report of his findings and recommendations, which were approved by the Commission.

Pursuant thereto an order was served on the company on the 18th day of October, 1907, requiring, first, that the said railway company build at said station of Williams, a suitable freight depot at least fifteen feet wide, eighteen feet long and ten feet high, to be fully enclosed; secondly, that said company for the present maintain and use the present passenger depot exclusively for a telegraph office and for the use of passengers.

PLATFORMS.

Pennock Loading Platform.—A number of residents and shippers at and in the vicinity of Pennock, a station on the Great Northern Railway, filed an application on February 13, 1907, for the construction of a loading platform for the shipment of grain, hay and other products by direct loading from wagons into cars.

The company having declined to furnish the facilities on the ground that there was insufficient business of the character indicated to justify the outlay, the matter was brought to a hearing, which took place at Pennock on August 6th, 1907, where a number of the petitioners were assembled, and presented considerable evidence to support the application. The company was not represented at the hearing.

After reviewing the evidence and facts submitted, the Commission, on August 17th, 1907, issued its findings and order as follows:

(ORDER.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

In the matter of the petition of the farmers and business men of Pennock, a station on the line of the Great Northern Railway, in Kandiyohi County, Minnesota, for a loading platform.

This matter came on for hearing before the Commission on the 5th day of August, 1907, at Pennock, after due notice to all parties.

After hearing the evidence, the Commission find that the Great Northern Railway Company is a corporation organized under the laws of the State of Minnesota, and is operating a railroad from St. Paul, Minneapolis and Duluth, Minnesota, via Willmar to Breckenridge, and that Pennock is a station in Kandiyohi county on the line of said railroad. The country tributary to said station is adapted to agriculture and raises yearly a large quantity of grain, hay, livestock and other farm produce. There are no facilities at the said station of Pennock by the way of platform, or otherwise, for the loading of grain or other commodities from wagons direct into the railroad cars or the unloading of heavy machinery from the cars.

It is reasonably necessary for the accommodation of shippers of grain and other commodities that a loading platform should be erected and maintained by said railway company at said station for the purpose of unloading grain and other farm produce from wagons into the railroad cars and for the unloading of heavy machinery and other heavy freight articles.

It is therefore ordered, that the Great Northern Railway Company within sixty (60) days after the service of this order, erect and maintain at some convenient, accessible place on its sidetrack at the station of Penock, Kandiyohi County, Minnesota, a loading platform for the use of shippers desiring to load grain or other commodities from wagons into the cars of said railway company or unload heavy carload freight. That said platform be placed parallel to said sidetrack and close enough thereto to make it convenient to load therefrom, the top to be four (4) feet above the top of the rail and not less than twelve (12) feet wide, nor less than thirty (30) feet long, with approaches on each end not exceeding a gradient of one in ten.

Dated August 19, 1907.

(Seal.)

By the Commission,
A. C. CLAUSEN,
Secretary.

Swift Platform.—Shippers and business men at and in the vicinity of Swift, a station on the Canadian Northern Railway, filed a complaint that there were no facilities for unloading and shipping merchandise, and that a loading and unloading platform was necessary to enable them to handle ordinary freight. An investigation of conditions at Swift station having been made by the Commission, and it having been determined that, among other improvements, such a platform as petitioned for was essential, an order was made on October 18th, 1907, requiring the company to construct same.

SIDETRACKS.

CITIZENS OF STEELE COUNTY VS. CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY.

Sidetrack between Ellendale and Owatonna.—In the month of July, 1906, a petition signed by numerous citizens and taxpayers residing between Ellendale and Owatonna, in Steele county, on the Chicago, Rock Island & Pacific Railway, was received by the Commission, in which its assistance was solicited toward securing the location of a sidetrack and station at a point designated as Mile Post 278, nine and three-tenths miles north of Ellendale.

Within a few days subsequent to the filing of the foregoing petition, a second one was received from an equally numerous body

of citizens, alleging that the location of the proposed station at Mile Post 275, three miles nearer to Ellendale, would meet the wishes and accommodate a greater number of people than any other location between Ellendale and Owatonna.

It was further set forth that the latter named location had four creameries tributary to it, was in the midst of a thickly settled country and would furnish to the road for the first year's business not less than 100,000 bushels of grain, fifty carloads of livestock, besides products from the creameries and other sources.

The Commission designated Wednesday, August 8th, 1906, for a hearing in the matter, which took place at the time appointed and upon the premises, at Mile Post 275. A large number of the petitioners were in attendance and submitted evidence to support their contention that Mile Post 275 was the most suitable location for the proposed station. Some opposition to the whole project was manifested by representatives of the business interests at Ellendale in the plea that a new station at this time in such close proximity to Ellendale would not be justified by existing conditions and would be unfair and hostile to its business prosperity. Representatives of the railway company were also present, but took no part in the discussion.

Subsequent to the hearing above referred to, a request for a hearing was filed by a number of the petitioners who favored the location at Mile Post 278, pursuant to which notice was given that such hearing would take place on Monday, October 1st, 1906, at 12:30 o'clock, at the Owatonna House, in the City of Owatonna, which came on at the time and place appointed.

A number of settlers and property owners located tributary to Mile Post 278 were present and testified as to the desirability and prospective advantage of a station at said point. Several representatives of Ellendale interests were in attendance and advocated the location at Mile Post 278 as the most desirable one, all interests considered. The business interests of Owatonna took no particular part in the discussion. The hearing was then adjourned and the whole matter taken under advisement.

After extended consideration of all the facts, evidence and conditions in the case, the Commission reached the conclusion that the interests of the residents and settlers in the territory named would as a whole be more effectively served by locating the station at or near Mile Post 275 and signified to the Chicago, Rock Island & Pacific Ry. Co. their intention to issue their order to this effect.

The company thereupon expressed its desire to waive the proposed order by acquiescing in the conclusions of the Commission, asserting its willingness to construct the sidetrack and erect a small station building as soon as the land required for right of way and station facilities could be purchased.

This was deemed satisfactory to the Commission and the company proceeded to make its arrangements accordingly. Some delay was experienced before the necessary property was acquired by the company, but the sidetrack and station facilities were completed early in the spring of 1907.

Petition for Sidetrack Between Wright and Tamarack.—This was an application for a siding about equidistant between Wright and Tamarack stations on the Northern Pacific Railway, a distance of about five miles, for the use of Kaye and Dumert Lumber Co., in getting out timber, which otherwise would be a difficult process owing to the low swampy condition of the country and the consequent difficulty and expense in building wagon roads.

The matter was brought to the attention of the railway company and the petition denied on the ground that there was not sufficient business to move from the territory in question to justify the expense of construction.

The Commission then gave notice of a hearing on Friday, December 7, 1906, at their office, which was attended by the petitioners and by representatives of the company, at which testimony was offered to furnish all necessary light on the subject. The Commission, after considering the whole matter did not deem itself in a position to make an order for the track in view of the short distance between the present stations, nor were they of the opinion that such an order, if made, could be successfully enforced. The petitioners were notified accordingly.

Williams Sidetrack.—In April, 1907, the Commission received a complaint from shippers of wood and other forest products at Williams station on the Canadian Northern Railway, alleging that the present sidetrack was of insufficient capacity to afford shippers reasonable facilities for loading their products and that during wet seasons it was always more or less under water. Under these conditions they asked for an order requiring the railway company to improve the condition of the present track and to construct an addi-

tional sidetrack of suitable length to accommodate the increased business.

An official inspection of the facilities which were in use at Williams was made by Commissioner Young in October, 1907, and a hearing was held at which citizens of Williams and representatives of the company were present. It was made apparent to the Commission that better sidetrack facilities were necessary and an order was issued on the 18th day of October, 1907, requiring the company to arrange for the proper grading and drainage of the present sidetrack and the construction of an additional loading track 1400 feet in length running eastward from the west switch of the present siding now located on the north side of the track at said station.

Beaudette Sidetrack.—On May 8th, 1907, a petition was received from citizens and shippers residing at and near Beaudette, a station on the Canadian Northern Railway, asking that an investigation be made into the shipping facilities at said point with a view of enlarging and improving same.

The Commission caused such investigation to be made and found that the sidetrack facilities were not sufficient to accommodate the volume of business offered at this station, particularly with reference to shipments of timber and timber products. It was also found that at times it was difficult for teams to reach the cars on account of poor track drainage. Suitable recommendations were made by the Commission for improvement in existing track conditions and for the extension of the sidetrack to meet the increasing needs of shippers. The company complied with the recommendations by making the necessary improvements.

Sidetrack at Swift.—Complaints and petitions having been sent in by residents and shippers at and tributary to the station of Swift, on the Canadian Northern Railway, and the merits of said case having been fully investigated and determined, an order was made on the company on October 18th, 1907, requiring it to furnish the necessary additional sidetrack room at this station as follows:

Ordered, "That the railway siding now located at said station shall be extended 700 feet to the eastward and that a wagon road shall be constructed and maintained along said sidetrack for the full length thereof; that the main track and sidetrack be properly drained."

Sidetrack at Roosevelt.—A similar complaint at Roosevelt, on the Canadian Northern Railway, having been investigated, resulted in the following order on October 18, 1907:

Ordered, "That the loading track now located at said station of Roosevelt be extended 1000 feet westward; that the main track and sidetracks now running through said station be drained and properly graded."

APPLICATIONS FOR "WYE" CONNECTIONS.

New Ulm Wye.—Early in April, 1907, a petition was filed by the New Ulm Stone Co. and by practically all the manufacturers and other business men of the City of New Ulm, in Brown County, asking for the establishment of track connections between the lines of the Chicago and Northwestern Railway Company and Minneapolis & St. Louis Railroad Company at said City of New Ulm in which petition were cited numerous reasons to establish the necessity for said facilities.

A copy of the complaint was served on the defendant companies on the 10th day of April, 1907, with an order requiring them to file answer thereto within twenty days.

The question having been raised as to the necessity for the track connections petitioned for and a hearing in the matter having been found necessary, the Commission appointed May 31st, 1907, at New Ulm, Minn., at 1:30 o'clock P. M. as the time and place for such hearing, which came on pursuant to said notice. The subsequent proceedings and disposition of the case are recorded in the findings and order of the Commission issued on the 16th day of June, 1907, as follows:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

In the matter of the petition of the New Ulm Stone Company, a corporation, citizens and others, of the City of New Ulm, in Brown County, Minnesota, for the establishment and maintenance of track connections and transfer facilities between the tracks of the Chicago and Northwestern Railway Company and those of the Minneapolis and St. Louis Railroad Company at the City of New Ulm, in Brown County, Minnesota.

The above entitled matter came on for hearing before the Commission on the 31st day of May, 1907, at the City of New Ulm, Brown County, Minnesota. Messrs. Eckstein & Flor appeared as attorneys for the petitioners; Mr. John T. Dille appeared as attorney for the Minneapolis and St. Louis Railroad Company, and the Chicago and Northwestern Railway Company appeared by Mr. E. G. Schevenell, its Division Superintendent.

After hearing the evidence and due consideration thereof, the Commission find:

That the Chicago and Northwestern Railway Company, hereinafter called the Northwestern Company, is a corporation organized under the laws of the State of Illinois, and is operating several lines of railway from Chicago, Illinois, running westerly therefrom through the states of Iowa, Wisconsin, Minnesota and South Dakota, and westerly from Winona to the City of New Ulm in Brown County, Minnesota, and has numerous connections with various railroads crossing the same both in Minnesota and the other states named.

The Minneapolis and St. Louis Railroad Company, hereinafter called the St. Louis Company, is a corporation incorporated under the laws of the State of Minnesota, and is operating a railroad from St. Paul and Minneapolis in said state to Winthrop, and from Winthrop southerly through Brown county to and through the City of New Ulm, into the State of Iowa, and from Winona to Watertown in South Dakota, and that said company has various connections with other railroads in the states of Minnesota and Iowa, and through its connections reaches the City of Chicago and other points east, west and southwest.

The tracks of the Northwestern Company and the St. Louis Company parallel each other for a distance of more than one-half mile in the City of New Ulm, and the right-of-way of said companies adjoin, and said tracks are not more than five hundred feet apart, and it is feasible as well as practicable to establish track connections and transfer facilities between the lines of said railroads at the point hereinafter named in this order.

That no facilities whatever have been provided by said railroad companies, or either of them, at any point in said City of New Ulm, or vicinity, for track connections for the transfer of cars from either of said lines of road to the other; that the City of New Ulm has a population of Five Thousand Seven Hundred and Twenty (5720), as shown by the state census of 1905.

The New Ulm Stone Company, hereinafter called the Stone Company, is a corporation created under the laws of the state, and engaged in quarrying, crushing and shipping stone. Its quarries produce a superior quality of stone for building roads and other purposes; are situated about three miles from the City of New Ulm; and are provided with trackage by the Northwestern Company. The market for the stone of this company is in St. Paul and Minneapolis, and at different stations along the line of the St. Louis Company, where it is needed for building, road, street and other purposes, and the Stone Company could do a large business at stations on the St. Louis line if cars could be transferred from the tracks of the Northwestern Company at New Ulm; but the expense of transferring by wagon makes the price of stone so high that it is prohibitory. In the crushing of the stone at the quarries, there accumulates a large quantity of sand or fine powdered stone, for which there is a market at St. James, Minnesota. The published rate on this product and on crushed stone from New Ulm over the Northwestern Company's road and its connection is five cents (.05), while the rate over the St. Louis Company's line is three cents (.03) per hundred pounds. With the last named rate and a reasonable transfer charge, the Stone Company could dispose of this product which otherwise would largely go to waste.

There is a flouring mill located at Hanska, the product of which is sold in Chicago and further east. It has been the experience of the owners of this mill that much better time can be made on its shipments when routed over the Northwestern Company's line than over the St. Louis Company's line and its other connections. As much as five weeks have been consumed in switching and transferring in Chicago when shipped by this route.

It has sometimes been necessary to make transfers of threshing rigs at New Ulm from the tracks of one Company to the other, which could

and would have been transferred without unloading if track connections had existed.

The Commission find that it is practicable and necessary and a reasonable and proper accommodation for the citizens of the state and the City of New Ulm and others using and employing the lines of said railways for the transportation of stone, harvesting machinery, merchandise, livestock and other commodities, that ample facilities by track connection for the transfer of any and all cars used in the business of the respective lines be provided, and that it is reasonable that said Companies provide at the point mentioned in this order, track connections between the lines of said companies for the transfer of cars used in the regular course of business of said companies.

It is therefore ordered, that the Northwestern Company and the St. Louis Company, within thirty days after the service of this order, construct and operate a transfer track in the City of New Ulm, Brown County, Minnesota, said track to be located as follows:

Beginning at the point of switch in the southerly track of the Chicago and Northwestern Railway Company said point of switch to be located about one hundred feet southerly from the easterly line of Third street south, thence from said point of switch and tangent to said Chicago and Northwestern track; on a curve to right with a radius of 459.27 feet, a distance of about 255 feet; thence from that point and tangent to the last described curve, a distance of about eighty feet; thence on a curve to the left with a radius of 459.27 feet and tangent to last described course, a distance of about 165 feet; thence on curve to the left with a radius of about 573.68 feet, a distance of about 140 feet to the point of switch in the main track of the Minneapolis and St. Louis Railroad Company; said point of switch to be located in said main track of the Minneapolis and St. Louis Railroad about 675 feet easterly from the easterly line of Third street south, measured along the center line of last said main track from its intersection with easterly line of said Third street south.

(Seal.)

Dated June 15, 1907.

By the Commission.
A. C. CLAUSEN.
Secretary.

Note.—It is not the duty of the Commission in the first instance to determine the share of expense to be borne by each company. If they fail to agree on a proper division of cost, the Commission is required on application of either party to determine it. (R. L. 1905, Sec. 2020.)

Rochester Wye.—This matter came before the Commission by petition from citizens of Olmsted County for an order requiring the Chicago & Northwestern Railway Company and the Chicago Great Western Railway Company to provide track connections between their respective lines in the City of Rochester, so as to furnish facilities for the transfer of cars between the said railways.

A partial history of this case can be found in the preceding annual report of the Commission on page 95, which covers the proceedings up to the time of closing said report, the matter at that time having been heard and taken under advisement.

On June 5th, 1907, the evidence having been duly considered, the Commission made its findings of facts and order in the matter which was served upon the respective companies as follows:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the petition of the citizens of Olmsted County, Minnesota, for track connections and transfer facilities between the tracks of the Chicago and Northwestern Railway Company and the Chicago Great Western Railway Company.

This matter came on for hearing before the Commission on the 30th day of October, 1906, at the City of Rochester, Minnesota, after due notice to the petitioners and each of the above named railway companies. The petitioners appeared by A. T. Stebbins and other citizens, the Chicago Great Western Railway Company by J. L. Erdahl, its attorney, the Chicago and Northwestern Railway Company appeared by W. C. VanCapen, its agent at Rochester.

After hearing the evidence and due consideration thereof, the Commission find:

The Chicago North-Western Railway Company, hereinafter called the North-Western Company, is a corporation incorporated under the laws of the State of Illinois and Iowa, and is and for a long time has been operating a railroad through parts of North and South Dakota, Nebraska and across the southern part of the State of Minnesota, passing through Olmsted county and the City of Rochester, and from there through the states of Wisconsin, Iowa and Illinois to the City of Chicago.

The Chicago Great Western Railway Company, hereinafter called the Great Western Company, is a corporation incorporated under the laws of the states of Illinois and Iowa, and is and for a long time has been operating a railroad from St. Paul and Minneapolis in the State of Minnesota to Kansas City, Missouri, through the states of Minnesota, Iowa, Kansas and Missouri, and from St. Paul to Chicago through Minnesota, Iowa and Illinois, and from St. Paul via Randolph through the City of Rochester, Olmsted county, connecting with the main Chicago line at McIntyre, Iowa.

The tracks of said railroads are each of standard gauge, and cross and intersect each other at grade near the City of Rochester, Olmsted County, Minnesota, and in passing through said city, the tracks are parallel and not more than one hundred feet apart, and it is practical to establish track connection between the said railroads either at the crossing or where said tracks parallel. No track connections whatever are provided at the crossing of the tracks of said railroads or in or near the City of Rochester, nor are there any facilities whereby cars can be transferred from the tracks of one company to the tracks of the other.

It is necessary for the reasonable and proper accommodation of the shippers using and employing the lines of said railway companies for the transportation of the products of the soil and merchandise and other commodities that ample facilities by track connections should be provided either at the crossing of said railroads or where said railroads parallel in the city of Rochester for the transfer of cars from the tracks of either of said companies to the tracks of the other company, said track connections would greatly facilitate the transportation of farm products, wood, coal, merchandise and other commodities between the numerous stations on the lines of each of said railroads and their several eastern connections.

At the time these proceedings were commenced, the Commission's authority to establish track connections was limited to points where the tracks of railroads crossed at grade. Under the laws of 1907, this authority is extended to where lines are parallel and not over five hundred feet

apart. In this case both companies to this proceeding, while insisting that track connections are not necessary, and that an order requiring them is not justified, have expressed the opinion that the location adopted by the Commission is more advantageous to the companies, both in the cheapness of construction and practicability of operation.

It is therefore ordered, that the North-Western Company and the Great Western Company construct and operate a transfer connecting track in the City of Rochester, Olmsted County, State of Minnesota, said track to be located as follows:

Beginning at the point of switch to be located in the southerly track of the North-Western Company about thirty-seven (37) feet easterly from the west line of Clark street; thence on a number 7 turn-out curve, to the right about one hundred forty (140) feet; thence from that point and tangent to the last said turn-out curve, on a curve to the left with the radius of 637.27 feet, a distance of about one hundred sixty-three (163) feet; thence on a number 9 turn-out curve to the left and tangent to the last said curve about ninety (90) feet to point of switch to be located in the main track of the Chicago Great Western Railway Company. Last said switch to be located about five (5) feet from west line of Hunter street.

(Seal.)

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated June 5, 1907.

Notice of appeal to the District Court of Olmsted County was served on the Commission by the companies on July 17th, 1907. Pursuant thereto a certified return on appeal was made by the secretary of the Commission to said court, July 22, 1907.

TRAIN SERVICE.

Train service between Reno and Isinours.—During the summer of 1906, complaints were received from patrons of the Chicago, Milwaukee & St. Paul Railway, doing business along the Preston branch, between Reno and Isinours, regarding the unsatisfactory condition of the passenger train service on said line, in which it was alleged not only that the number of trains devoted to the service was inadequate to meet the requirements of the traveling public, but also that failure to meet trains at connecting points was the rule rather than the exception, and requesting in said petition that an early hearing be given the petitioners, at which their grievances could be shown.

A copy of the complaint was served on the company, which was returned unsatisfied, whereupon a hearing was fixed for Thursday, June 28th, 1906, at Caledonia, of which due notice was given.

The matter came on for hearing before the Commission at the court house in Caledonia according to notice, at which T. D. O'Brien, Esq., of St. Paul, appeared as attorney for the complain-

ants and F. W. Root, Esq., of Minneapolis, as attorney for the respondent. William B. Clarkson on behalf of himself and the Executive Committee of the United Commercial Traveler's Association of Minnesota, testified as to the inadequacy and inconvenience of the existing service. Other witnesses on behalf of complainants were J. A. Lund, O. M. Thundale and J. J. Olson of Harmony; H. H. Wheeler, James Manuel and P. W. Young of Canton; Henry Fladager and Albert Olson of Spring Grove; W. B. Beldon, R. D. Sprague and O. K. Dahl of Caledonia; J. W. Stapleton, Division Superintendent, appeared as witness for the company.

After the evidence was all in, the hearing was closed and the matter taken under advisement.

A subsequent conference was held at the office of the Commission on the 5th day of March, 1907, at which the several parties in interest were represented, the chief purpose of which was to determine if a re-arrangement of the time schedules of local trains could be made so as to improve the existing service, but no satisfactory conclusions were reached, objection to any change in existing schedules being presented by representatives of patrons of the road who were present at the conference.

On April 3rd, 1907, the Commission having given due consideration to the whole matter, made its findings and order as follows:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

IN THE MATTER OF THE COMPLAINT OF WILLIAM B. CLARKSON, on behalf of himself and the Grand Executive Committee of Commercial Travelers of Minnesota, the Dakotas and Manitoba, acting for the Commercial Travelers of the District of Minnesota,
Complainant,

vs.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,
Respondent.

This is a complaint for additional train service on the line of the respondent between Isinours and Reno. There is at present one passenger train leaving Preston in the morning, stopping at all stations and arriving at Reno in time for the morning trains for the Twin Cities and Chicago, and arriving at the Twin Cities at 2:30 P. M. and Chicago at 9:30 P. M.; returning leaving Reno in the afternoon and arriving at Isinours in time to make connection with the train that reaches Chicago by nine o'clock the next morning.

In addition to this, there is a mixed train leaving Preston in the morning and Reno in the evening. This train carries passengers and is of some use in accommodating the local travel.

Under the existing circumstances, people living upon this line of road can reach Chicago in the morning or in the evening; they can go to or come from the Twin Cities in the daytime.

La Crosse, which is the principal town to which citizens along the line find it necessary to make frequent trips, can be reached in the morning, giving several hours for the transaction of business, and returning in the afternoon. The train service as now arranged, causes some inconvenience in reaching county seats, and for passengers who desire to stop at more than one town during a day's trip.

The Commission has considered the matter of re-arranging the present train service so as to furnish better local accommodation, but upon inquiry with parties interested locally along the line of the road, find that it is not desired that the present service should be interfered with. The Commission find that it would be unreasonable considering the number of passengers that would be accommodated and the expense that would be caused the company to order an additional train on this branch at present.

It is thereby ordered, that the complaint be and the same is hereby dismissed.

(Seal.)

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated St. Paul, Minn., April 3, 1907.

Train service, River Division, C., M. & St. P. Ry.—In October, 1906, complaints of unsatisfactory passenger train service were received by the Commission from citizens of the towns of Etter and Eggleston on the River Division of the Chicago, Milwaukee & St. Paul Railway, stating that said stations had been practically eliminated as stopping places for any of the passenger trains running between the Twin Cities and Chicago, urging the Commission for immediate relief.

Similar petitions were subsequently received from residents and business men at the villages of La Moille, Dresbach, Pickwick, Dakota and Wacouta.

A supplemental complaint was sent in by the Business Men's Association of Winona, to which city a number of the towns mentioned are tributary, protesting that the existing passenger train service was wholly inadequate and exceedingly detrimental to the city of Winona in turning trade to La Crosse, Wis., that properly and naturally belonged to Winona.

These various complaints were laid before the company, which explained that it had been found necessary to discontinue stopping their No. 58 at some of these stations on account of its being a fast mail train and the Railway Mail Service Department had taken the ground that these stops must be discontinued or the contract with the government for handling the mail would be canceled.

The Commission thereupon gave notice of a hearing to take place at Winona to consider complaints from stations south of that city and at Red Wing for the stations farther north on the line.

The necessity for the hearings referred to was obviated by the prompt action of the company in arranging for the discontinuance of the mail train No. 58 as a passenger train and the establishment on December 2nd, 1906, of a new train (No. 16), scheduled to stop at all stations between the Twin Cities and La Crosse, said arrangement proving entirely satisfactory to all parties interested.

Train service between Winona and Rochester on C. G. W. Ry.—Certain citizens of Winona County, to-wit: Henry Baab of St. Charles, John Gill of Bethany, E. O. Treder of Altura and Andrew Rinn and G. C. Stevenson of Rollingstone, filed a complaint against the Chicago Great Western Railway Company on April 18th, 1907, alleging among other things, that said company owns and operates a line of railway extending in a southwesterly direction from the City of Winona, in the State of Minnesota through the towns of Winona, Rollingstone, Norton, Utica and St. Charles in each of which said cities and villages it owns, operates and maintains a railway freight and passenger station.

That said road passes through a rich, productive and populous farming community with large quantities of freight business tributary to it, such as hay, grain, butter, cheese, livestock and other products of the farms and that the people resident in said towns, villages and cities are dependent on said railway for passenger service and also annually purchase and ship over said railway large quantities of merchandise, lumber and coal and desire to and would annually ship into and out of said territory much larger quantities of said farm products and commodities if the said railroad company furnished suitable facilities therefor.

That for more than one year previous to the filing of the said complaint said railway company has been negligent in the care and maintenance of its road and rolling stock, permitting it to depreciate in condition to such an extent as to render it dangerous to public safety. That for more than a year said company has operated no passenger trains and has scheduled but one freight train daily, the only accommodation for passengers being a combination car attached to said freight train, such service being entirely inadequate to properly handle the passenger and freight business tributary to said road. That said train has been run in so irregular and inconvenient a manner that it has been of no particular value to its patrons, who are therefore obliged to resort to the use of livery to transact their business between the various places on the line of road.

The petitioners therefore pray for an order of the Railroad and Warehouse Commission requiring the Chicago Great Western Railway Company to improve and better its line of railway, roadbed and rolling stock; to operate at least one passenger train each way daily upon such time schedule as will be reasonable and convenient to its patrons; to operate its freight trains regularly and with reasonable dispatch and for such other and further relief in the premises as may be deemed meet and proper.

A copy of the complaint was served on the respondent company which was followed by a notice that the Commission would make a trip of investigation over that portion of the road involved in the complaint, Wednesday, May 22nd, 1907, being fixed upon for said purpose. The complainants were notified of the intended investigation and two or three representatives accompanied the Commission.

The result of the inspection is embodied in the following report and recommendations of the Commission, a copy of which was sent to the company.

INSPECTION OF TRAIN SERVICE, ETC., ON CHICAGO GREAT WESTERN RAILWAY—ROCHESTER TO WINONA.

Inspection of this line was made by Commissioners Mills and Staples, accompanied by Dwight C. Morgan, Engineer, on Wednesday, May 21, 1907. It was found that the service consisted of a mixed train operated by starting from Rochester at 5:30 A. M. and arriving at Winona, schedule time, 10:30 A. M., and leaving Winona at 2:00 P. M. and arriving at Rochester at 7:00 P. M. Trains are operated by one crew and the service is daily, except Sunday.

The train handles whatever freight is offered, both local and carload, and runs from six to twelve freight cars. One passenger coach is attached to the rear, which is divided into two compartments, one for the express and baggage and the accommodation of the freight crew. The compartment for passengers contains eleven seats, which are upholstered in the ordinary plush.

The mileage Winona to Rochester is sixty-three (63) miles; the number of stations between Rochester and Winona is twelve. The road is a difficult one to operate, partly due to the many curves, but principally on account of steep grades at different points. From Bear Creek to Altura, a distance of four miles, the grade is three per cent going west, which necessitates cutting the train and taking it up in sections. The bridges being of light construction, they necessarily have to operate with a small engine, which cannot take up more than four loaded cars. It is the custom when leaving cars at Bear Creek, to leave them standing on the main track, and the passenger coach is always left at the rear of the train to be taken up the last trip, and is therefore exposed in the event a car should break loose from the division which is being pulled up the hill.

The track and roadbed was found to be in fairly good condition and safe for operation with the light equipment now in use. The passenger traffic was found to be very light; the principal passenger traffic is to Winona and return. The time of arrival of train at Winona is very uncertain—varying from half an hour to two hours late, leaving the time very

often so short at Winona, that it is impossible for people to depend upon being able to do any business and return on the afternoon train.

The Commission find that the people are entitled to better passenger service than is now afforded them and urge the company to endeavor to operate the present train in accordance with the schedule, and in addition thereto, that one day be selected each week when the handling of carload freight shall be entirely abandoned and that the train be supplied with one freight car for handling of local freight, a coach for the handling of baggage and express, and sufficient space for the passengers using the present coach with an additional coach if the same is found necessary, this train to arrive at Winona not later than 10 A. M. and to leave Winona not earlier than 4:00 P. M.; that the passenger coach be kept clean and supplied with fresh water for drinking purposes, and that a rule be provided allowing no smoking in the passenger coach; that the crew be required to so handle the train that all passengers may board the train and alight on the passenger platform.

When the train is cut into sections at Bear Creek to go up the hill, all cars remaining at the foot of hill should be placed on sidetrack and switch set for main line in order to prevent a serious accident should a car break loose. The passenger coach should be detached from the freight cars and connected with that portion of the train taken up the first time, to obviate the necessity of their waiting down at the bottom of the hill until the last section is pulled up the hill.

On the 30th day of May, 1907, a communication was received from the Chicago Great Western Railway Company in which the receipt of the report and recommendations of the Commission was acknowledged and the assurance conveyed that the recommendations would be complied with.

Duluth to Fond du Lac.—A petition was presented by numerous patrons of the Northern Pacific Railway Company, residing at the stations of West Duluth, New Duluth and Fond du Lac, setting forth that New Duluth is a station on said railway, about eleven miles distant from the Union Depot at Duluth, and Fond du Lac, a station thirteen miles distant from said Union Depot; that the two towns have a combined population of about eight hundred inhabitants, who are without street car facilities and with no other communication with the City of Duluth, except by the Northern Pacific Railway; that there are quite a number of people who have permanent homes in New Duluth and Fond du Lac and do business and have their offices in the City of Duluth, and that to a large extent the population of New Duluth and Fond du Lac must do their trading and shopping in said City of Duluth;

That during the summer months, the Northern Pacific Railway Company maintained an adequate and convenient passenger train service between Duluth and Fond du Lac, both morning and evening, enabling its patrons living at and between the said stations to attend

conveniently to their business and shopping in Duluth, but that since the beginning of the fall season the Railway Company had failed to furnish adequate or reasonable passenger service, the former trains having been discontinued and one slow accommodation freight train having been substituted, furnishing in no sense a service which could be utilized to any advantage by the petitioners.

An order of the Commission is prayed for requiring the said Northern Pacific Railway Company to restore the passenger train service which formerly prevailed between the points mentioned, this being in the view of the petitioners, only a fair and reasonable requirement and absolutely necessary to furnish them with adequate passenger facilities.

A hearing in this matter was called by the Commission to take place on December 7th, 1906, at which there were present W. G. Joerns, Esq., of Duluth, as attorney for the petitioners and Mr. F. W. Gilbert, general superintendent, for the Northern Pacific Railway Company. Considerable statistical evidence was submitted by both sides and after a full discussion, the Commission brought the hearing to a close.

The conclusions of the Commission were filed on January 17th, 1907, in the following order:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the passenger train service between Fond du Lac and Duluth, in the State of Minnesota.

An order having been heretofore made in this matter, and an error having occurred therein, this supplemental order is made to correct said error.

This matter came before the Commission for hearing on the 7th day of December, 1906. Mr. W. J. Joerns appeared as attorney for petitioners, and Mr. F. W. Gilbert, General Superintendent, appeared for the Northern Pacific Railway Company.

After hearing the evidence, and due consideration thereof, the Commission find that the passenger train service furnished by the Northern Pacific Railway Company on its line between Fond du Lac and Duluth is unreasonable; that a reasonable service between said stations during the winter season would be for a passenger train to start from Fond du Lac at about 7:40 in the forenoon of each week day and arrive at Duluth at 8:20 in the forenoon; and returning, leaving Duluth at 5:30 in the afternoon and arriving at Fond du Lac at 6:10.

It is, therefore, ordered, that the Northern Pacific Railway Company, in addition to the passenger service that said company is now furnishing between Fond du Lac and Duluth, forthwith and until the further order of the Commission, operate every week day a passenger train consisting of an engine and at least one passenger coach, scheduled to leave Fond du Lac at 7:40 in the morning and arrive at Duluth at 8:20 in the morning; return-

ing. leaving Duluth at 5:30 in the afternoon, arriving at Fond du Lac at 6:10; and that said trains stop at all stations between Fond du Lac and Duluth for the purpose of receiving and discharging passengers.

(Seal.)

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated St. Paul, Minn., January 19, 1907.

RATE CASES.

HAY AND STRAW MINIMUM WEIGHTS.

On September 7th, 1906, formal complaint was filed with the Commission, and on September 11th the companies were required to satisfy the complaint within twenty days of service or file answer thereto, complaint being as follows:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

Loftus-Hubbard Elevator Company, a corporation, and George S. Loftus,
Complainants.

vs.

The Northern Pacific Railway Company,
The Great Northern Railway Company,
The Chicago, Milwaukee and St. Paul Railway Company,
The Chicago, St. Paul, Minneapolis and Omaha Railway Company,
The Chicago, Rock Island and Pacific Railway Company,
The Chicago, Burlington and Quincy Railroad Company,
The Chicago Great Western Railway Company,
The Minneapolis, St. Paul and Sault Ste. Marie Railway Company,
The Minneapolis and St. Louis Railroad Company,
The Chicago and North-Western Railway Company,
The Illinois Central Railroad Company,
The Duluth, Missabe and Northern Railway Company, and
Duluth and Iron Range Railroad Company,

Respondents.

Complainants allege:

That the Loftus-Hubbard Elevator Company is a corporation, organized under the laws of the State of Minnesota, and engaged in buying, selling and dealing in hay and other farm products, and in conducting its business ships hay over the lines of the respondents above named.

The respondents, and each of them, maintain and enforce certain tariff rules and regulations concerning the shipment of hay, and the minimum weight upon which the freight charges are enforced are based upon the dimensions of the car used in shipment. These tariff rules and regulations concerning minimum weights, are unjust and unfair in their application to shippers, and result in many instances in extorting excessive rates, and compel complainants and other shippers to pay freight on hay in excess of the quantity actually shipped. Under these tariff rules and regulations, and the manner in which they are enforced by the respondents, the complainants and other shippers are compelled to use cars, insufficient in capacity to hold the minimum weight upon which freight is charged, and discrimination thereby results.

Wherefore complainants ask that an order be entered herein, directed to respondents and each of them, prohibiting them from enforcing any rule providing for a minimum weight in a shipment of hay in excess of the capacity of the car furnished, and for such other and further relief as may be just and proper.

LOFTUS-HUBBARD ELEVATOR COMPANY and
GEORGE S. LOFTUS, Complainants,
By JAMES MANAHAN, Their Attorney.

State of Minnesota, }
County of Ramsey. } ss.

George S. Loftus came before me personally, and being duly sworn, says that he is one of the complainants above named, and that the facts stated in the foregoing complaint are true, as he verily believes.

GEORGE S. LOFTUS.

Subscribed and sworn to before me this 28th day of August, 1906.

JAMES MANAHAN,

Notary Public, Ramsey County, Minn.

My commission expires Nov. 15, 1912.

The railroad companies cited herein filed answers to the complaint, alleging that the cars furnished by the companies for the purpose of carrying hay and straw were of sufficient capacity to hold the minimum weights as prescribed by their tariffs.

On January 15th, 1907, a hearing was ordered to take place February 5th, 1907, at the office of the Commission; and at that date the respective railroad companies were represented by their traffic officials, the Loftus-Hubbard Elevator Company being represented by Mr. G. W. Gorman.

Testimony was taken by official stenographer, after which a general discussion followed between the representatives present and the Commission; from which it developed that the rules in force in the Western Trunk Line Association territory as to hay and straw minimum would be satisfactory if applied to the whole of the State of Minnesota.

On February 25th, 1907, the Commission issued the following order, which finally disposed of the case:

(ORDER.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

Loftus-Hubbard Elevator Company, a corporation, and George S. Loftus,
Complainants,

vs.

Northern Pacific Railway Company,
Great Northern Railway Company,
Chicago, Milwaukee & St. Paul Railway Company,
Chicago, St. Paul, Minneapolis & Omaha Railway Company,
Chicago, Rock Island & Pacific Railway Company,
Chicago, Burlington & Quincy Railroad Company,
Chicago Great Western Railway Company,
Minneapolis, St. Paul & Sault Ste. Marie Railway Company,
Minneapolis & St. Louis Railroad Company,
Chicago & North-Western Railway Company,
Illinois Central Railroad Company,
Duluth, Missabe & Northern Railway Company, and
Duluth & Iron Range Railroad Company,

Respondents.

MINIMUM WEIGHTS ON HAY AND STRAW.

This matter came on for hearing before the Commission on the 5th day of February, 1907, at its office in the Capitol Building in the City of St. Paul.

After hearing the evidence, the Commission find that the reasonable minimum weights on hay and straw (except flax straw) in straight or mixed carloads are as follows:

	Pounds.
Cars 30 feet and under.....	16,000
Cars over 30 feet to and including 32 feet.....	18,000
Cars over 32 feet to and including 34 feet.....	19,000
Cars over 34 feet to and including 36 feet.....	20,000
Cars over 36 feet to and including 36½ feet.....	22,000
Cars over 36½ feet but not including 42 feet.....	24,000
Cars 42 feet and over.....	30,000

Each of the above named railroad companies are hereby ordered and required to adopt such minimums on their lines of road in the State of Minnesota within thirty (30) days after the service of this order upon them.

By order of the Commission,

(Seal.)

A. C. CLAUSEN,
Secretary.

St. Paul, Minn., February 25, 1907.

APPLICATION FOR A SPECIAL SWITCHING RATE ON OLD PAPER.

In the matter of the petition of Mr. Jacob Firestone, asking the Commission to give authority to the C., St. P., M. & O. Ry. Co. to put in a switching rate of \$1.50 per car for waste paper shipped from their team track at Prince street to petitioner's warehouse at East St. Paul.

The hearing in this matter took place on May 10th, 1907. Besides the Commission there were present Mr. Jacob Firestone, Mr. B. Firestone and Mr. Hiram D. Frankel, their attorney. The C., St. P., M. & O. Ry. Co. was represented by Mr. E. B. Ober, General Freight Agent.

The above petition was the outcome of a letter which the Commission received from the General Freight Agent of the C., St. P., M. & O. Ry. Co., in which he asked permission from the Commission to put in a rate on scrap paper of \$1.50 per car from their Prince street team track to petitioners warehouse at East St. Paul, which was denied by the Commission on the grounds that switching between the same points is provided for in a tariff making the rate \$5.00 per car.

It developed at the hearing that the character of the shipments of loose paper is something out of common, the commodity itself being, strictly speaking, of no commercial value in its loose state, it being collected from the mercantile industries in St. Paul and loaded loosely into a freight car at the Prince street sidetrack, a car of which would not exceed 6,000 lbs., the cars being switched to East St. Paul, where the contents is taken out, sorted, cleaned and baled and shipped from there to Chicago.

The Commission took the matter under advisement and issued the following order:

(ORDER.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

In the matter of the petition of the Chicago, St. Paul, Minneapolis & Omaha Railway Company to establish a switching rate from their team track at Prince street, in the City of St. Paul, to the warehouse occupied by Mr. Jacob Firestone, situated at Duluth Avenue in East St. Paul, on the tracks of said Company, and the complaint of Mr. Firestone against said Company that the present switching rate of Five Dollars (\$5.00) is unreasonable.

It appearing by the evidence that Mr. Firestone is engaged in the business of collecting waste paper in the City of St. Paul and shipping it to his warehouse, where it is sorted, cleaned and baled for shipment to Chicago

and other markets; that for some time he has enjoyed a rate of One Dollar and Fifty Cents (\$1.50) for switching cars of loose paper from the team track at Prince street to his warehouse, on the Company's tracks at East St. Paul.

There can only be about five or six thousand pounds of loose paper loaded in a car; there is a very small margin of profit for the dealer that collects this paper and renovates it and ships it to market. If the regular switching charge of Five Dollars (\$5.00) per car is charged for the service performed by the railway company, it would more than absorb the profits of the business. The Commission is therefore of the opinion that it is not an unequal or unreasonable preference or advantage to allow the company to charge a switching rate of One Dollar and Fifty Cents (\$1.50) for this service and maintain their regular rate as to other articles.

It is therefore ordered, that until the further order of this Commission, the Chicago, St. Paul, Minneapolis & Omaha Railway Company be granted leave to file a switching tariff of One Dollar and Fifty Cents (\$1.50) per car from their team track at Prince street in St. Paul, on loose waste paper, to the company's tracks in East St. Paul.

(Seal.)

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated St. Paul, Minn., June 10, 1907.

Grain Rates, Waseca to Minneapolis.—June 13th, 1907, Hon. John Moonan of Waseca wrote the Commission regarding the difference in grain rates, Waseca to Minneapolis, as published respectively by the M. & St. L. and C. & N. W. Railways, the M. & St. L. R. R. being the short line between the two points.

The question was brought to the attention of the C. & N. W. Ry. Co., which expressed its willingness to meet the short line rates, provided the Commission would permit them to waive the long and short haul provision of the statute. This the Commission declined to grant, conforming in this respect to their previous uniform action with regard to similar applications. Mr. Moonan, the complainant, was accordingly advised.

INVESTIGATION OF SWITCHING RATES ON LIVESTOCK TO SOUTH ST. PAUL.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

In the matter of the reasonableness of the switching charges on livestock and other commodities between St. Paul and South St. Paul Stockyards.

Be it Resolved, By the Railroad and Warehouse Commission of the State of Minnesota, that the Commission of its own motion now proceed to investigate the reasonableness of the switching rates or charges on livestock and other commodities now charged by the following named companies.

Stockyards Terminal Railway Company,
Chicago Great Western Railway Company,

Chicago, St. Paul, Minneapolis Omaha Railway Company,
 Wisconsin Central Railway Company,
 Minneapolis & St. Louis Railroad Company,
 Northern Pacific Railway Company,
 Minneapolis, St. Paul & Sault Ste. Marie Railway Company, and
 Chicago, Rock Island & Pacific Railway Company,

for switching the same to the stockyards and other industries at South St. Paul, such service being performed wholly within the State of Minnesota.

A hearing in said matter will be held at the office of the Commission in the Capitol on Saturday, July 6, at ten o'clock in the forenoon. Each of the above named railroad companies and all other interested parties are hereby notified to appear and take part in said hearing.

(Seal.)

By the Commission,
 A.C. CLAUSEN,
 Secretary.

Dated St. Paul, Minn., July 1, 1907.

A hearing was held on the 6th day of July, 1907, in accordance with notice, to consider the question of the reasonableness of the switching charges via the Chicago Great Western Railway and the Stockyards Terminal Railway on shipments going from St. Paul to South St. Paul.

Besides the Commission the following parties were present:

A. B. Goldberg, Goldberg Scrap Iron Works, West St. Paul.

Louis Goldberg, Goldberg Scrap Iron Works, West St. Paul.

J. H. Clark, Live Stock Shipper, Marshall.

H. B. Warren, Van Duzen-Harrington Co., South St. Paul.

T. M. Krazinski, Traffic Mgr. Slimmer & Thomas, South St. Paul.

The railroads were represented as follows:

Wisconsin Central Railway—W. M. Stevenson, Gen. Agt.

Chicago Great Western Railway—A. G. Briggs, Gen. Atty. and James G. Morrison, Chief Clerk.

Northern Pacific Railway—J. B. Baird, G. F. Agt.

Soo Line—George C. Conn, G. F. Agt.

Chicago, St. Paul, Minneapolis & Omaha Railway—H. M. Pearce, F. T. Mgr.

Chicago, Rock Island & Pacific Railway—R. G. Brown, A. G. F. Agt.

Minneapolis & St. Louis Railroad—H. F. Marsh, A. G. F. Agt.

Stockyards Terminal Railway—W. R. Ingram, Traffic Manager; W. Magivny, President.

Testimony was taken by Official Stenographer Powers.

The general discussion which followed led the Commission to understand that negotiations were in progress between the representatives of the various companies for delivering live stock in car-

loads at Dayton's Bluff for delivery to the Stockyards Terminal Railway Company which would be on the basis of \$2.50 per car, and the Commission finally ruled that it would grant a continuance of the hearing until Saturday morning, August 3rd, at ten o'clock, so as to give the railroad companies an opportunity to perfect their arrangements, if possible, without interference on the part of the Commission.

Adjourned hearings took place on August 3rd, September 10th, October 29th, and a final hearing on November 12th, 1907, at which all arrangements were perfected, whereby the old charges were restored without the necessity of an order.

Switching Rates to State Fair Grounds.—A request was filed by Loftus-Hubbard Elevator Co., August 28th, 1907, for a ruling as to the application of a \$3.00 switching charge on cars loaded in St. Paul destined to State Fair Grounds.

The Commission ruled that said switching rate should not apply on shipments loaded in the Twin Cities on other tracks than those of the G. N. Ry., as such an application of the rate would be a discrimination against the shippers who were compelled to load on the Great Northern tracks, who would have to pay local rates in view of the latter named railway being the only line having direct delivery to the State Fair Grounds.

ALLEGED DISCRIMINATION IN PASSENGER RATES TO TWIN CITIES.

George S. Loftus,

Complainant,

vs.

Great Northern Railway Company,
Northern Pacific Railway Company, and
Minneapolis, St. Paul & Sault Ste. Marie Railway Company,

Respondents.

On September 11, 1906, the above named complaint was received in this office relating to discrimination in passenger fares to Minneapolis and St. Paul, the discrimination being in favor of Minneapolis as against St. Paul.

Each of the respondents were advised to satisfy the complaint in question or file an answer thereto, which answers were received from the respective companies, after which a hearing was ordered to take place on Tuesday, November 13, 1906, which was postponed to a later date to be fixed by the Commission.

This matter was taken up by the complainant with the secretary of the St. Paul Jobbers' Association, with the result that no date for hearing could be fixed, and on the further application of the Commission for information whether they were prepared to go on with the case, they were advised on June 5, 1907, that the case would be withdrawn.

COMPLAINT OF UNLAWFUL SWITCHING CHARGES BY MINNESOTA
TRANSFER RAILWAY COMPANY.

Central Warehouse Company,	Complainant,
vs.	
Minnesota Transfer Railway Company,	Respondent.

On the 18th of May, 1907, the complainant filed a statement with the Commission showing that it had been charged \$5.00 per car with a minimum of 30 cents per ton for switching by the Minnesota Transfer Railway Company on shipments from its warehouses on respondent's tracks to be switched to respondent's central warehouse, which prior to October 30, 1906, had moved on the basis of \$1.50 per car.

The Minnesota Transfer Railway Company advanced the rates to \$5.00 per car with a minimum of 30 cents per ton without the consent of the Commission, as required by law, thereby making the advanced tariff illegal.

A formal hearing in the matter was held before the Commission on May 21, 1907, at which testimony was taken, and after advisement the Commission decided in favor of the complainant and ordered reparation to be made by the Minnesota Transfer Railway Company to said complainant in the sum of \$596.08, with interest on the overcharge on each carload from the date of its payment, as shown in the following order:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

Central Warehouse Company, St. Paul,	Complainant,
vs.	
Minnesota Transfer Railway Company,	Respondent.

This matter was submitted to the Commission by the parties without any formal hearing, with request that it be decided as speedily as possible.

The complainants appeared by Messrs. Stevens & Stevens, its attorneys, and defendant by W. H. Norris, Esq., its attorney.

From the evidence introduced on the hearing and the records of the office of the Commission, the Commission finds as facts:

That the complainant is a corporation organized and incorporated under the laws of the State of Minnesota, and is and has for a long time been doing a storage and forwarding business at the City of Saint Paul, State of Minnesota.

The defendant is a corporation organized and incorporated under the laws of Minnesota, and is doing a general transfer business between the lines of the several railroads, its stockholders, that connect with the tracks of defendant in Ramsey county in this state; that all of defendant's trackage is within the State of Minnesota; that all of the following named railroad companies are stockholders of the defendant, viz.:

Chicago, Burlington & Quincy Railroad Company; Chicago Great Western Railway Company; Chicago, Milwaukee & St. Paul Railway Company; Chicago, Rock Island & Pacific Railway Company; Chicago, St. Paul, Minneapolis & Omaha Railway Company; Great Northern Railway Company; Minneapolis & St. Louis Railroad Company; Minneapolis, St. Paul & Sault Ste. Marie Railway Company; Northern Pacific Railway Company; Wisconsin Central Railway Company, and each of said companies' tracks connect with the tracks of defendant and defendant's tracks are a part of the tracks of each of said railway companies and stations and industries located on defendant's tracks are for all purposes of transportation located on the tracks of each of the said railroad companies and all of said railroad companies are common carriers of freight in this state.

It is part of defendant's business to transfer freight both in carloads and less than carloads from any one of the lines of any of said carriers to the line of any other of said carriers when the same is to be shipped over the line of said carrier to a point on its line or to points beyond, reached by its connections.

There are several warehouses and industries belonging to shippers situated on the tracks of defendant, one of which is owned by the complainant.

The defendant for the purpose of conducting its business has a large central warehouse located on its tracks into which is received less than carload freight to be sorted and distributed to the several carriers over whose lines it is to be carried to its destination.

For a long time past, the complainants in their regular course of business as storers and forwarders have had for the purpose of conducting its business a large central warehouse into which less than carload freight is delivered to be there distributed to the several railroads reaching the different places to which such freight is consigned.

That for a long time the complainant has in their regular business of storers and forwarders collected large quantities of less than carload freight in their warehouse for the purpose of shipment over the lines of the different carriers whose tracks connect with defendant and loaded said freight into cars furnished by defendant, which said loaded cars have been switched by defendant from complainant's warehouse to the central warehouse of defendant at the rate of One Dollar and Fifty Cents (\$1.50) per car, that being the charge provided by the regular published tariff of defendant for that service, which said tariff was in full force and effect during all the year 1906, and is still in force and on file with the Railroad and Warehouse Commission; that said Railroad and Warehouse Commission has never given its consent in writing, or otherwise, to charge more than the rate provided in said tariff.

During the year 1906 and 1907 and prior to the 15th day of May, 1907, the complainant offered to defendant for shipment or switching from its warehouse on defendant's track, a large number of cars, to-wit: One hundred and sixty (160) loaded with freight to be switched to defendant's central warehouse and there unloaded and the contents shipped over the lines of the various carriers served by defendant.

The defendant refused to receive and switch said cars unless complainant would pay a rate of thirty (30) cents per ton, which rate com-

plainants were forced to and did pay under protest to the amount of Eight Hundred Thirty-six and 08-100 Dollars (\$836.08), in order to get said cars switched, while all defendants were legally entitled to receive under the tariff was the sum of Two Hundred Forty Dollars (\$240.00) for such service.

Without deciding on the reasonableness of the rate, the Commission held that under the published tariff, defendant was only entitled to receive the rate of One Dollar and Fifty Cents (\$1.50) per car for the service performed in switching complainant's cars and that complainant is entitled to reparation.

It is therefore ordered, that as reparation for the overcharge made by defendant, it forthwith pay the complainant the sum of Five Hundred Ninety-six and 08-100 Dollars (\$596.08), with interest on the overcharge on each carload from the date of its payment.

(Seal.)

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated St. Paul, Minn., June 5, 1907.

On July 13th, 1907, a notice was served on the Commission that the respondent in question had appealed to the District Court of Ramsey county from the order of the Commission in the above entitled matter, and the same is set for trial for January 27th, 1908.

APPLICATION BY MINNESOTA TRANSFER RAILWAY CO. TO ESTABLISH CERTAIN SWITCHING CHARGES.

Pursuant to notice a hearing in the matter of the switching charges at Minnesota Transfer took place, August 26th, 1907, the question to be determined being the reasonableness of the rate of 30 cents per ton with a minimum of \$5.00 per car for switching between industries at the Transfer.

Beside the Commission the following parties were present:

Minnesota Transfer Ry.—W. H. Norris, Attorney; M. J. Dooley, Superintendent.

Minneapolis & St. Louis R. R.—H. F. Marsh, A. G. F. A.

Great Northern Railway—W. W. Broughton, G. T. M.; H. A. Kimball, A. G. F. A.; E. L. Brown, General Superintendent.

Northern Pacific Ry.—H. J. Horn, General Manager.

Mr. J. O. P. Wheelwright, attorney of Minneapolis, and Mr. F. H. Stevens represented the Central Warehouse Company and other industries at the Transfer.

C. S. Fellows represented the Albert Dickinson Co.

L. A. Moore, President Minnesota Transfer & Shippers' Association.

J. H. Anderson, Manager Minnesota Transfer & Shippers' Association.

L. A. Ries, Secretary Minnesota Transfer & Shippers' Association.

J. M. Jung, Manager Central Warehouse Company.

A. S. Bliss, representing Payson Smith Lumber Co.

The following parties appeared as witnesses:

M. J. Dooley, H. J. Horn, W. W. Broughton, H. F. Marsh, E. L. Brown.

Testimony was taken by Official Stenographer Powers.

After the testimony was all in it was agreed that briefs would be submitted by Attorneys Wheelwright and Stevens within five days, after which the Commission would take the matter under advisement. On September 16th, 1907, the Commission made its order as follows:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the application of the Minnesota Transfer Railway Company to establish certain switching charges.

This matter came before the Commission upon an application of the Minnesota Transfer Railway Company to change its switching charges by filing a switching tariff which reads:

"Between any industry on the Minnesota Transfer Railway or on any track operated by it and any other industry, freight house or team track on the Minnesota Transfer Railway or on any track operated by it, the charge to be 30 cents per ton; minimum \$5.00 per car."

This application was dated September 15, 1906, and shortly afterward filed with the Commission. Several hearings have been had thereon, in which the Transfer Company appeared by W. H. Norris, its attorney, and Messrs. Cobb & Wheelwright appeared as attorneys for some of the protestants. Mr. A. B. Stickney appeared on behalf of the Chicago Great Western Railway Company and Messrs. Stevens & Stevens in behalf of the Central Warehouse Company.

At the time of making this application there was in existence and on file with the Commission a tariff issued by said Transfer Company and under date of June 5, 1905, which established a switching rate by carload lots.

It will be seen that in the tariff offered the company desired to make a radical change by establishing a tonnage rate for this service with a \$5.00 minimum. In both St. Paul and Minneapolis the switching rates are established by carload lots. Minnesota Transfer is a station on each of the several railroads that own its stock. It is difficult to see why the switching business at the Transfer should be upon any different basis than that of the Twin Cities. Indeed, several of the witnesses testified that industries on the Transfer should be put upon the same basis as on the same track of individual carriers in St. Paul and Minneapolis, and the evidence shows that for that kind of switching the companies have been charging a rate of \$1.50; and the Commission are of the opinion that under all the facts in the case that such a rate is reasonable comparing it with the same service performed in the Twin Cities.

The service performed in switching cars from the local industries situated upon the tracks of the Minnesota Transfer to the central distributing warehouse of the Transfer Company is purely a drayage business. The company having furnished stations on its lines where deliveries of less than carload freight can be made, it may be doubtful whether it could be required to perform this drayage; and the Commission are of the opinion that a rate of \$5.00 for such service is reasonable.

It is therefore ordered, that the rates for switching by the Minnesota Transfer Railway Company be fixed and established as follows:

	Per car.
For cars switched from one industry to another industry on any of the tracks of said company.....	\$1.50
For all cars moved from any industry on the tracks of said company to the central or distributing warehouse of said company.....	5.00

It is further ordered, that until the further order of this Commission the Minnesota Transfer Railway Company be and hereby is forbidden from charging any greater charge for the service herein mentioned than that provided by this order.

That this order take effect ten (10) days after its service.

(Seal.)

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated St. Paul, Minn., September 16, 1907.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

In the matter of the application of the Minnesota Transfer Railway Company to establish certain switching charges.

Application having been received from the President of said company requesting that the order of the Commission in the above named case, which provided that said order take effect on September 16, 1907, be extended to October 16, 1907.

Application for extension of time granted by the Commission until October 30, 1907.

Dated St. Paul, Minn., September 27, 1907.

EXPRESS CLASSIFICATION OF ACIDS AND BATTERIES.

In the matter of the application of the Wells-Fargo Express Company to change its classification relating to acids and batteries, which change was acquiesced in by all the express companies doing business in this state excepting the American and National Express Companies.

Pursuant to notice, a hearing was held June 20, 1907. Besides the Commission the following parties were present: D. S. Elliott, representing the Great Northern and Northern Express Companies; J. W. Owens, representing the Adams Express Company; Frank B. Daniels, representing the American and National Express Companies, and H. W. Nelson, representing the Western Express Company.

Testimony was taken by the official stenographer. The hearing was more in the nature of a conference, and it became evident that to take batteries out of the classification would work a hardship on automobile manufacturers and owners, which was shown by several letters on file with the Commission.

After considerable discussion the Commission took the matter under advisement and issued the following order:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the Express Classification for the State of Minnesota.

This matter came before the Commission in a letter from the Wells-Fargo Express Company, asking to amend the classification on batteries.

A hearing was held at the office of the Commission in St. Paul on Thursday, the 20th day of June, all express companies doing business in Minnesota having been notified of said hearing.

The Great Northern and Northern Express Companies appeared by Mr. D. S. Elliott, the Adams Express Company by Mr. J. W. Owen, the American and National Express Companies by Frank B. Daniels, and the Western Express Company by Mr. H. W. Nelson. No other companies appeared.

After hearing the evidence and the arguments of the several gentlemen present, It is ordered, that the express classification for the State of Minnesota be and the same is hereby amended as follows:

1st. Acids: Dangerous or inflammable, refused.—(See Batteries.)

2nd. Batteries: Strike out all after the word "batteries" and substitute therefor the following:

"Batteries containing liquid solution of vitrol, sulphuric or other acids will be accepted for transportation under the following conditions only:

"Vent for escape of gas or liquid to be only through a small aperture in the top of the battery. Battery to be placed in an upright position in a tight wooden box, closely packed with excelsior, sawdust or other absorbent. Box to be constructed with peaked top and projecting side and bottom strips so that it will rest securely on its base and will not stand in an inverted position. Batteries containing or charged with liquid solutions of acids not constructed and packed in the manner above described, will be refused.—Mdse."

It is further ordered, that this order take effect on the 1st day of July, 1907.

(Seal.)

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated St. Paul, Minn., June 20, 1907.

MISCELLANEOUS COMPLAINTS.

COMPLAINT OF UNREASONABLE RULE REGARDING RECEIPT OF
FREIGHT SHIPMENTS.

The Draymen's Association of Minneapolis, through its attorney and secretary, Mr. W. M. Babcock, filed a complaint setting forth that the freight agents of the various railway companies in the city had adopted an arbitrary rule closing all freight houses at five o'clock P. M. sharp, and refuse to receive freight from teams that are not in line at the freight house until after the hour named. It was alleged by the complaint that this caused considerable loss and hardship to the draymen, as they were obliged to pay their teamsters until six o'clock P. M., and the short time allowed is not sufficient to permit them to deliver the freight ready for shipment each day, thus causing delay and inconvenience to all concerned.

The Commission fixed a date for hearing, giving notice to railway agents and others interested, which came on pursuant to notice and was attended by numerous representatives of both sides to the controversy. Considerable testimony was submitted, followed by a general discussion. The matter was then taken under advisement by the Commission, which was followed by their conclusions, rendered January 3rd, 1907, wherein they found that taking into consideration the interests of the railway companies and the shippers of freight, the hour of five o'clock seemed to be more reasonable and satisfactory to the greater number of parties interested, and they did not deem it wise to extend the hour beyond five o'clock P. M. in view of the evidence submitted.

OPPRESSIVE BAGGAGE REGULATIONS.

A complaint was laid before the Commission on October 18th, 1906, by Wm. Frederick Lewis of St. Paul, a commercial traveler, in which it was alleged that the Great Northern Railway Company, in several instances had, through its agent, refused to put his baggage on the Oriental Limited train, on which he was a passenger, stating as a reason that there was insufficient room on said train for all his baggage, but that it would be forwarded by the next train. It was further alleged by said complaint that in each instance he had a prepaid permit, containing no exceptions or conditions, which entitled him to the privilege of having his baggage accompany him on any train that would carry him on his mileage, and that the refusal and failure of the company to send his baggage on the Oriental Limited train in the instances referred to had caused him great loss in time, money and business.

The complainant asked for a ruling of the Commission on the following proposition:

"Whether or not a railroad company is obliged to transport the baggage of a passenger at the time and on the train on which said passenger takes passage."

This being the first instance in which the Commission had been called upon to pass upon this question, it was deemed proper before ruling upon the same, to secure the advice of the Attorney General on the subject, which was done.

The opinion will be found under head of Attorney General's Opinions, on page 133 of this report.

On receipt of the Attorney General's views, the complainant was advised that the Commission would be pleased to fix a date, mutually convenient, at which all parties interested could appear, with a view of reaching a proper conclusion of the matter. As a result, the hearing took place on April 2nd, 1907, at ten o'clock in the forenoon, at the office of the Commission, at which there were present, in addition to the Commission, the following parties: Wm. Frederick Lewis of St. Paul, complainant; A. L. Craig, P. T. M., G. N. Ry.; J. M. Dresser, Chrmn. Exec. Com., U. C. T. Association, also Anton Schaefer and S. J. Herbert, members of the said Association.

Wm. Lewis, being duly sworn, testified regarding the numerous instances in which he had been subjected to annoyance, delay and consequent loss, through failure to secure his baggage on the arrival of his train at destination, the baggage having been forwarded on trains that arrived later than the train on which he had taken passage.

It developed in the testimony that these experiences had occurred in cases involving interstate travel exclusively, and in no case of a journey strictly between points within the State of Minnesota, thus precluding any relief in this complaint by reason of the non-jurisdiction of the Commission. This having been made clear to parties present, Mr. Craig offered to confer with the complainants with a view to reaching a satisfactory understanding, if possible, whereupon the hearing was adjourned. A conference of the parties immediately took place and resulted in an amicable settlement of the matter and the Commission was notified by the complainant that the grievance had been fully satisfied.

RAILROAD COMPANIES AS COMMON CARRIERS OF LOGS.

On the 2nd day of July, 1906, the Northern Pacific Railway Company and the Minnesota and International Railway Company issued a joint notice to owners of timber and logs on their respective lines, in which was set forth the following conditions under which the companies would move further shipments of this character:

Gentlemen: These companies have been considerably embarrassed this season by the tender of logs for transportation, the owners of such logs claiming that they were cut and banked tributary to the Minnesota and International lines, with the understanding that these companies having in the past handled quantities of logs, would continue to do so, rates being made satisfactory.

That there may be no misunderstanding in the future, we desire to notify you personally that these companies are not common carriers of logs.

We appreciate that there may be some instances where logs are not tributary to water transportation, and where it will be necessary to perform some rail service, to prevent great losses to the lumbermen; and where special arrangements are made with these companies in advance, before the logs are cut and banked, to handle them to some saw mill or industry located on our lines, where they can be manufactured and the product shipped over our road,—we will try to furnish equipment necessary for moving same; such movement must be confined, however, to mill points on the Minnesota & International or Northern Pacific roads.

Yours truly,

J. M. HANNAFORD,
Second Vice-President N. P. Ry. Company.

W. H. GEMMELL,
General Manager M. & I. Ry. Co.

A copy of the foregoing circular having subsequently been laid before the Commission for their consideration and their conclusions with reference thereto, a communication, embodying the views and ruling of the Commission, of which the following is a copy was addressed to the respective railway companies interested:

St. Paul, Minn., Oct. 10th, 1906.

W. H. Gemmell, Esq., G. M., Minnesota & International Ry., St. Paul, Minn.

J. M. Hannaford, Esq., 2nd Vice Pres., Northern Pacific Ry., St. Paul, Minn.

Gentlemen: The Commission is in receipt of copy of order or circular letter issued by your respective companies under date of July 2nd, of logs, and further say:

"We appreciate that there may be some instances where logs are not tributary to water transportation, and where it will be necessary to perform some rail service, to prevent great losses to the lumbermen; and where special arrangements are made with these companies in advance, before the logs are cut and banked, to handle them to some saw mill or industry located on our lines, where they can be manufactured and the produce shipped over our road—we will try to furnish equipment necessary for moving same; such movement must be confined, however, to mill points on the Minnesota & International or Northern Pacific roads."

The Commission desires me to inform you that in its opinion both railroad companies are common carriers of all kinds of freight that may be tendered them for shipment, and that you are bound to carry logs when they are so offered, and that you cannot limit their carriage to industries or mills located on the lines of your roads, but are bound to move them to any point upon your lines or to a point connecting with any other carrier upon your lines, and your failure to do this would be a violation of the laws of this state, and the Commission directs that you receive at any points upon your respective lines all logs that are offered for shipment and transport them to such other stations or points upon your lines as the shipper may designate.

Yours truly,

A. C. CLAUSEN,
Secretary.

RULES OF EXPRESS COMPANIES COVERING COLLECTIONS ON COMMERCIAL PAPER.

In December, 1906, the Northwestern Marble Works at Crookston, filed complaint that under a ruling of the Northern Express Company, they were being deprived of the privilege of sending out for collection the notes of their customers at an earlier date than twenty days before maturity; that these notes were received in the usual course of business and were drawn payable at maker's option "on or before" a certain date, generally the first of November or December, but as a matter of practice a large percentage of them were paid before the time when they became finally due, in order to save interest. The complainants therefore solicited the aid of the Commission to secure some arrangement with the express company whereby they could, to a reasonable extent, exercise their personal judgment as to when these notes should be forwarded for collection, claiming that the general conditions of the business, as well as former practice of the company would justify such concession.

The matter having been brought to the attention of the Northern Express Company, more or less correspondence ensued, in which the company declined to accept and hold commercial paper five or six weeks in advance of its maturity on the chance of its being paid before it was finally due, calling attention to the classification printed by all express companies, which provides as follows:

"Collections must not be received more than twenty days before they are due, *unless shipper states in writing that the payor has signified his intention to pay the collection upon presentation, or within twenty days*; such paper if unpaid before the time indicated, must be returned to shipper.

"Unless instructed to the contrary, agents will return all their unpaid notes and drafts within ten days after having notified shipper of non-payment of the collection."

It was further set forth by the company that all the express companies undertake to do in the collection business is to make prompt presentation of the paper, and if payment is refused, to return it at once; that the company does not refuse to accept the collection of said complainants where offered in compliance with the provisions of the classification above quoted, which apply, without discrimination, to all shippers in the state, including the banks and other large interests.

The Commission finding that no serious hardship or discrimination was imposed upon the complainants by the present rules and classification did not feel justified in requiring the express companies to make any further modification therein.

VALIDITY OF RAILROAD PASS GIVEN UNDER CONTRACT.

A communication was received from Mr. J. R. Dalton of Granada, under date of January 7th, 1907, stating that he held a contract with the Chicago, Milwaukee & St. Paul Ry. Co. whereby he was granted a pass annually over the company's system in consideration of his grant to the company of the right to build their line through his farm property, the pass privilege to continue so long as the company was permitted to use the land in question.

In view of the enactment by the 1907 legislature of Chapter 449, General Laws 1907, prohibiting the granting of any free pass or special privilege to any person, which was withheld from any other person, Mr. Dalton requested the Commission to inform him as to whether the provisions of the Minnesota law would affect his right under the condition named to enjoy the use of the pass in question, and further requested that a ruling be secured from the Interstate Commerce Commission at Washington, D. C., as to his right to use said pass in connection with interstate travel.

The Commission found that as far as the Minnesota law provides, there is no restriction therein which would deprive him of his rights under the contract with the Milwaukee Company, as far as it affects travel between points within the state.

The question having been submitted to the Interstate Commerce Commission for a ruling in its relation to Interstate travel, that department held that it would be a violation of the Interstate Commerce laws as they now exist, for the company to provide such transportation, and that if Mr. Dalton has any equitable claim arising from the contract, it would be a proper subject for adjustment between himself and the railway company.

ENGINEERS' AND SURVEYORS' TOOLS AS PERSONAL BAGGAGE.

On March 27, 1906, a petition was received by the Commission from the Minnesota Surveyors' and Engineers' Society, assembled in annual meeting at St. Cloud, requesting consideration of the question of transporting the equipment of surveyors and engineers excepting transits, levels, compasses and similar instruments es-

pecially liable to injury, as baggage on the passenger trains of the state, such baggage to include only tripods, poles, bars, axes, stakes, tapes and similar tools, which under present conditions could be transported by express only.

It was further represented by the petitioners that it was absolutely essential that the equipment of surveyors and engineers should accompany them as a part of their necessary personal effects or baggage and that they were entitled to such concession equally with travelers carrying camping and sporting outfits, mechanics' tools and similar equipment now being regarded and treated as personal baggage. That surveyors' and engineers' equipment is, as a rule, carried in lieu of, rather than in addition to, other baggage and is no more liable to injury than other baggage commonly carried on passenger trains throughout the state.

A copy of the petition was laid before the passenger departments of the various railway companies, which elicited a favorable response from several of them and replies of a contrary character from others.

In order to bring the matter to a definite conclusion, the Commission gave notice of a hearing to take place September 17, 1906, at their office, which came on pursuant to notice, the following parties being present besides the Commission: A. L. Craig, G. P. A., G. N. Ry.; A. B. Smith, A. G. P. A., N. P. Ry.; A. E. Morgan, Secretary of the Minnesota Surveyors' and Engineers' Association. The subject at issue was quite fully discussed in all its bearings, but it was concluded by the Commission that another hearing would be necessary to ensure a more complete expression from the railway companies, whereupon the meeting was adjourned subject to the call of the Commission.

Formal notice of another hearing to occur on Tuesday, February 19, 1907, at ten o'clock A. M., was served on the various companies and on the petitioners. At the request of a number of the companies a postponement was granted till March 19, 1907.

The hearing came on as appointed. Besides the Commission representatives of the following railway companies were present: Northern Pacific, Great Northern, "Soo" Railway, Minneapolis & St. Louis R. R., Wisconsin Central, Chicago Great Western, Chicago & Northwestern, Chicago, St. Paul, Minneapolis & Omaha, Chicago, Rock Island & Pacific, Wisconsin Central and Chicago, Milwaukee & St. Paul Railway. E. W. Coolidge and Nathan Butler of Minneapolis appeared in behalf of the petitioners.

The complaint and petition was presented, also numerous supplemental letters and petitions in support of same. Testimony and argument were submitted by the representatives of the complainants to emphasize the importance and necessity for the privilege requested. G. H. MacRae, A. G. P. Agt. of the C., St. P., M. & O. Ry., and representing also the Chicago & Northwestern Ry. Co., submitted the views of the several railway companies. After a general discussion a proposition in settlement of the question was offered by Mr. MacRae, which seemed to meet with general approval and was accepted by the Commission.

Pursuant thereto the Commission made the following order, to take effect April 1, 1907:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the complaint and petition of the Minnesota Surveyors' and Engineers' Society, asking for a ruling requiring the various railway companies of the state to include surveyors' and engineers' tools and equipment as baggage, a formal hearing took place this day before this Commission, at which representatives of various railways were present. As a result, a proposition was submitted by the representatives of the companies present which was accepted by the Commission. It was further understood and agreed that the new regulations should become effective April 1, 1907. Pursuant thereto the Commission makes the following order:

That effective April 1, 1907, the following articles as defined by the Minnesota Surveyors' and Engineers' Society shall be carried by the various railways in the state in baggage cars between stations in Minnesota on the following terms:

(1) Tripods, leveling rods, flag poles, sounding rods, stakes, axes and other implements necessary to the engineers' work; such as shovel and pick, also chain and pins.

(2) These articles shall be securely tied in bundles and where sharp metal points, axe blades, etc., are exposed shall be covered securely by a suitable cap or cover.

(3) The various bundles or packages shall be tagged by owner with his name and destination.

(4) Each package or bundle shall be checked in the usual manner at "Owner's Risk."

150 pounds of personal baggage including surveyor's outfit specified above shall be checked free for each passenger. Any weight in excess of 150 pounds shall be charged for at the published excess baggage rate.

By the Commission,

A. C. CLAUSEN,

Secretary,

(Seal.)

St. Paul, Minn., March 19, 1907.

FREE DELIVERY OF EXPRESS PACKAGES AT MIDWAY DISTRICT.

On March 2nd a letter was received from Hon. Joseph M. Hackney, in which he stated that a delegation of Midway District people had waited upon him concerning the failure to deliver express packages free in the Midway District, as against the free delivery in St. Paul and Minneapolis.

The Commission opened up an informal investigation on this subject, and on April 19th advised Mr. Hackney that from what investigation had been made it was convinced that it would be unreasonable to order express companies to deliver packages free in the Midway District on account of the small amount of business done, and for the further reason that the extra expense involved in performing this service would in most cases cause the express companies to do this particular business at a loss.

Mr. Hackney was also advised that if this was not satisfactory the Commission would open up a thorough investigation on receipt of a formal complaint, which would result in a public hearing at which both sides could be heard and the matter determined upon its merits.

DANGEROUS CROSSING.

Dangerous Crossing at Tenstrike.—On May 20, 1907, the Village authorities of Ten Strike, on the Minnesota & International Railway, called the attention of the Commission to the existence of a dangerous street crossing in said village, and filed a copy of a resolution adopted by said authorities setting forth that the crossing in question was dangerous to life and property for the reason that the said railway, at the point where the street crosses the track, passes through a deep cut, thereby making the crossing considerably lower than the street and making approaching trains invisible to persons intending to cross until they are within a few feet of said railway. Said complaint embodied a petition that the Commission cause an official investigation to be made with a view of furnishing such protection as might be found necessary.

After more or less correspondence with the company, it was found necessary to hold a public hearing, which was assigned for Thursday, August 8, 1907, and took place at said village on that date. Considerable evidence was presented by citizens of the village and its local officers to establish the necessity for a flagman or some suitable safety device to prevent accidents. A careful exam-

ination of the crossing and its surrounding conditions was made by the Commission, after which the hearing was closed.

On August 29, 1907, the findings and order of the Commission in said matter were made as follows:

(ORDER.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the complaint of the Village Council and citizens of Tenstrike, Beltrami County, Minnesota, of a dangerous crossing in said Village on the line of the Minnesota & International Railway Company.

The complaint in this matter having been duly served upon the Minnesota & International Railway Company, and a hearing of such complaint having been had at the Village of Tenstrike on August 8th, the complainants appearing by S. E. Thompson, Esq., the Village President, and other citizens, and the Railroad Company having appeared by W. H. Gemmell, General Manager; after an examination of the crossing in question and hearing the evidence, the Commission find:

The Minnesota & International Railway Company is a corporation existing under the laws of the State of Minnesota and is operating a railroad from Bemidji, running in a northeasterly direction, passing through Tenstrike, an incorporated village of over three hundred population, as shown by the last state census.

The business and residence portion of said village is situate on both sides of said railroad track. Main street of said village is the only street that crosses said railroad track, and approaches said railroad track from the west at a very steep grade and ascends a heavy grade after crossing the track on the east side thereof, winding around the railroad track to the north.

The tracks of the railroad immediately north of this crossing pass through a deep cut, so that it is impossible to see an approaching train until it is within a short distance of the crossing. There is only one school house in said village and that is located on the west side of the railroad track, and the school children living on the east side of the track are obliged to pass over this crossing four times a day in attending school. The stores and business places are principally situated on the west side, and the country is more thickly populated on the east side of the track and the settlers from that section to do business at Tenstrike, market their products or obtain their supplies are obliged to use this crossing. There is a saw mill on the east side of the track, and in switching cars to and from this industry the trains pass over this crossing. There is a regular passenger train east and west each day and a regular scheduled freight train east and west each day, besides a number of extra logging trains operated by said road which pass over this crossing.

The Commission find that the crossing at Main street in the Village of Tenstrike over the line of said railroad company is dangerous and should be protected as hereinafter provided in this order.

It is therefore ordered, that the Minnesota & International Railway Company within ten days after this order is served upon it and until the further order of the Commission, keep at Main street crossing in the Village of Tenstrike, Beltrami County, Minnesota, a flagman between the hours of seven o'clock in the morning and seven o'clock in the evening, whose duty it shall be to warn people and teams who are about to cross its track, of approaching trains.

An electric alarm bell with a track circuit of half a mile, the device to be approved by the Commission before its operation, will be deemed a compliance with this order.

(Seal.)

St. Paul, Minnesota, August 30, 1907.

By the Commission,
A. C. CLAUSEN,
Secretary.

TIME ALLOWED FOR RECONSIGNING AND RESHIPPIING GREEN FRUIT.

E. C. Best & Company of Minneapolis versus the Terminal Dispatch Association and all Railroads, members of that Association.

Complaint of unreasonable time allowed for reconsigning and reshipping green fruit as against the time allowed for unloading the same commodity.

Pursuant to notice, a hearing in this matter was held on the 21st day of May, 1907. The following parties were present at said hearing in addition to the Commission:

R. A. Stone, Assistant Attorney General; for the Commission.
E. C. Best.

M. C. Shields, Manager Terminal Dispatch Association.

The railroads were represented by:

Chicago, St. Paul, Minneapolis & Omaha Ry.—H. M. Pearce, Traffic Manager.

Northern Pacific Ry.—Emerson Hadley, Attorney.

Minnesota & International Ry.—Emerson Hadley, Attorney.

Great Northern Ry.—W. R. Begg, General Solicitor; H. A. Kimball, A. G. F. A.; P. J. Pheeney, Agent, St. Paul.

Minneapolis & St. Louis R. R. Co.—H. L. Marsh, A. G. F. A.

Chicago, Rock Island & Pacific Ry.—R. G. Brown, A. G. F. A.

Chicago Great Western Ry.—G. F. Thomas, A. G. F. A.

Chicago, Burlington & Quincy R. R.—W. H. Lightner, Attorney.

Chicago, Milwaukee & St. Paul Ry.—J. T. Conley, A. G. F. A.

Minnesota Transfer Railway—M. J. Dooley, Supt., W. H. Norris, Attorney.

Testimony was taken by official stenographer, the main feature of the hearing being alleged discrimination in the time allowed for reconsigning green fruit, which was 24 hours, as against the time allowed for unloading same commodity, which was 72 hours.

The following parties appeared as witnesses:

E. C. Best, of E. C. Best & Co., Minneapolis.

M. C. Shields, Manager Terminal Dispatch Association.

J. T. Conley, A. G. F. A. Chicago, Milwaukee & St. Paul Ry.

On May 25th oral arguments were made before the Commission by Emerson Hadley, attorney for Northern Pacific Ry. Co.; W. H. Lightner, attorney for Chicago, Burlington & Quincy R. R. Co., and by Mr. E. C. Best, the complainant, after which the Commission took the case under advisement, and on the same day issued the following order:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

E. C. BEST & COMPANY,

Complainants,

vs.

THE TERMINAL DISPATCH ASSOCIATION, and the

Chicago & Northwestern Railway Company,
Chicago, Burlington & Quincy Railroad Company,
Chicago Great Western Railway Company,
Chicago, Milwaukee & St. Paul Railway Company,
Chicago, Rock Island & Pacific Railway Company,
Chicago, St. Paul, Minneapolis & Omaha Railway Company,
Great Northern Railway Company,
Illinois Central Railroad Company,
Minneapolis & St. Louis Railroad Company,
Minneapolis, St. Paul & Sault Ste. Marie Railway Company,
Minnesota & International Railway Company,
Minneapolis Eastern Railway Company,
Minneapolis Western Railway Company,
Minnesota Transfer Railway Company,
Northern Pacific Railway Company,
Railway Transfer Company of Minneapolis,
Wisconsin Central Railway Company,

Respondents.

Unreasonable time allowed for reconsigning and reshipping green fruit as against the time allowed for unloading the same commodity.

This matter having come to hearing upon the complaint of E. C. Best & Company, in which they charge that the rule of the Terminal Dispatch Association allowing twenty-four (24) hours' time in which to reconsign green fruit is unreasonable and ask that the Commission fix a time of seventy-two (72) hours in which to make such reconsignment:

The Commission having heard the evidence, and the case having been finally submitted for decision on the 25th day of May, 1907, after due consideration the Commission finds that twenty-four (24) hours is a reasonable time in which to give disposition of cars of green fruit for reconsignment.

It is therefore ordered, that this case be and the same hereby is in all things dismissed.

(Seal.)

By the Commission,
A. C. CLAUSEN,
Secretary.

COMPLAINT OF DELAY IN MOVEMENT OF LIVESTOCK SHIPMENTS.

In the matter of the petition of livestock commission merchants of South St. Paul, and other shippers of livestock, complaining of inadequate train service on livestock on the lines of the respective

railroad companies centering in St. Paul and Minneapolis, and for switching said livestock to the stockyards at South St. Paul.

On August 21, 1906, the Commission received a petition signed by most of the commission merchants of South St. Paul, relating to the unsatisfactory service performed by the railroad companies in getting their stock from point of origin to the South St. Paul stockyards in time for the markets.

This matter was taken up directly by the Commission with the general managers of the respective railroad companies, in which a hearing was ordered, which was to have taken place on Friday afternoon, August 31, 1906, at two o'clock, but on August 28, 1906, a request was received from the petitioners in question to indefinitely postpone the hearing until further advised. This was acquiesced in by the Commission and the case finally disposed of without any final order of the Commission.

Early in November, 1907, a changed condition was brought about by arrangements being made for delivery of livestock to the Stockyards Terminal Railway at Dayton's Bluff instead of delivering the same to the Chicago Great Western Railway, as heretofore, at St. Paul.

Since that time this arrangement has proved very satisfactory, and enables shippers to get their stock to South St. Paul for the market each day, and without the unreasonable delays which sometimes occurred when handled under the former system.

HASTINGS SWITCHING CASE.

Early in December, 1906, the attention of the Commission was called by a number of business men of the city of Hastings to the absence of facilities whereby carload lots of merchandise could be transferred from the tracks of the Chicago, Burlington & Quincy Railroad Company within said city to those of the Chicago, Milwaukee & St. Paul Railway Company, and that the convenience of receivers and shippers of such merchandise would be greatly promoted if a suitable arrangement was made between said companies, whereby such transfers could be effected. The Commission was accordingly asked to make an order requiring that such facilities be furnished. It was thereupon ordered that a hearing take place on Wednesday, the 12th day of December, 1906, at the office of the Commission, at two o'clock P. M., which order was served upon the respective companies requiring that each be and

appear before the Commission at the time and place appointed, to show cause why such order should not be made.

The hearing came on at the appointed time, the citizens of Hastings being represented by Louis Niedere, F. E. Engel and several other leading petitioners.

The Milwaukee Company appeared by F. W. Root, Esq., its solicitor; H. B. Earling, Assistant General Superintendent; J. T. Conley, A. G. F. Agt., and W. B. Foster, Division Superintendent. The Burlington Company was represented by Geo. P. Lyman, A. G. F. Agt. Assistant Attorney General Stone was present as attorney for the Commission.

The evidence tended to show a general sentiment among the business men that an urgent necessity existed for transfer facilities between the two roads. In the testimony offered by the Milwaukee Company, it was sought to establish the fact that its present business into and out of Hastings was overtaxing its facilities at said point and that the new business proposed could not be undertaken without detriment and loss to the company. The attitude of the Burlington Company in the case appeared to be of a somewhat disinterested character. After testimony and arguments of counsel were concluded, the matter was taken under advisement by the Commission.

In reviewing the evidence and facts presented, the Commission found that the corporate limits of the City of Hastings extended to both sides of the Mississippi river, most of the various industries and business enterprises being on the south side and the station and other terminal facilities also being located there. On the north side of the river the population is small and the business interests likewise limited; it is on this side that the Burlington Company with its station and terminal facilities is located, being about a mile distant from the Milwaukee Company's terminals. Deliveries of freight coming in at present over the Burlington line are made by haul over a wagon bridge extending across the river to Hastings proper. It was to save the delay and expense incident thereto that the petition was filed.

The rulings and practice of the Commission in similar cases for many years had been adverse to such applications in view of the provisions in Section 3, Chapter 91, G. L. 1895, that no railway company is required to use its track or terminal facilities at terminal points for the handling of cars or traffic of another or competing company whose line reaches the same point of destination.

The adoption of the Revised Code in 1905 effected a change in the provision above referred to and on referring the question to the Attorney General as to the right of the Commission to make an order requiring the Milwaukee Company to perform the service sought by the petitioners, it was advised that the 1895 law was not continued in form or substance by the new Code, and that Section 2019, Revised Laws 1905, contained the only provision bearing upon the question, holding that under such section the terminals of one company in proper cases, might be subjected to the use of traffic arriving over the lines of another company. The full text of the opinion will be found on page 136 of this report.

The advice of the Attorney General was also sought on the question as to whether freight shipped into the City of Hastings over the Burlington line from points outside of the state and subsequently switched across the river for final delivery or re-shipment, could be construed as state traffic. On this question it was held that such shipments retain their interstate character and were not subject to regulation of the Commission, until after actual delivery to the consignee. (See Attorney General's Opinions, page 141.)

All these facts and conditions were laid before the petitioners and they were advised by the Commission that it was ready to make any reasonable and consistent order in the premises that would assist in bringing the desired relief. The matter, having been under consideration by the petitioners, the Commission was advised on December 30, 1907, that no further action at the time was desired.

ATTORNEY GENERAL'S OPINIONS.

***As to whether the C., M. & St. P. Ry. Co. and the Western Union Telegraph Co. can be compelled to re-establish telegraph facilities at Zumbro Falls.**

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, August 21, 1903.

Hon. A. C. Clausen, Sec'y R. R. & W. H. Commissioners, City.

Dear Sir: In reply to your favor of August 13th, in which you submit correspondence of P. T. Tappan of Zumbro Falls and officers of the Chicago, Milwaukee & St. Paul Ry. Co., with reference to the re-establishment by said railway company of telegraph facilities in the Village of Zumbro Falls, I beg to say:

It appears from the correspondence submitted that the telegraph service has been furnished by the Western Union Telegraph Company to the railway company along its line of road, and that commercial service was given the public at this station by the said telegraph company; that the railway company has never furnished or attempted to furnish to the public at this place any telegraph service and has no relation to the furnishing of the same by the telegraph company, except its contract under which the telegraph company furnishes the railway necessary service in the operation of its line of railroad.

While the Western Union Telegraph Company is a common carrier under the laws of this state, power has not been conferred upon the R. R. & W. H. Commission to regulate its relations with the public as to maintenance of stations; and there is no obligation resting upon the Chicago, Milwaukee & St. Paul Railway Company to furnish as a part of the transportation facilities given the public, telegraph facilities along its line.

As to the railway company the law furnishes no remedy to the petitioners in this matter. As to the telegraph company, the legislature has not enacted any regulation for the establishment and maintenance of stations for a general public service or attempted in any way to provide the manner in which these companies shall serve the public except in the transmission and delivery of individual messages. Such a regulation as the one required in this case is legislative in its character, not judicial, and the absence of a statute requiring the maintenance of telegraph stations and a general service to the public at certain points leaves the petitioners without any remedy.

Express Company Cases, 117 U. S. 1; Oregon Short Line vs. Northern Pacific R. R. Co., 51 Fed. 470.

Yours very truly,

W. J. DONAHOWER, Asst. Atty. General.

*Publication omitted in 1903 report through oversight.

Whether Railroad Companies Can be Compelled to Carry Passengers' Baggage on Same Train on Which They Travel.**OFFICE OF THE ATTORNEY GENERAL.**

St. Paul, December 20, 1906.

Mr. Thomas Yapp, Assistant Secretary Railroad and Warehouse Commission.

Dear Sir: In your communication of October 22nd, addressed to the Attorney General, you call attention to the fact that a traveling man makes complaint to the Commission because the Great Northern Railway Company refuses to carry his baggage on the company's limited train; the company claiming the right to refuse to carry such baggage on this train on account of a contract with the government to handle mail, which at this time of the year is unusually heavy; that should such baggage be carried it would encroach on the space provided for other baggage and express and that it is not possible to increase the size of the train and make schedule time, and you enclose a copy of a notice sent out by the General Baggage Agent of the railway company, which states that trains Nos. 1 and 2, "The Oriental Limited," have only limited space for carrying baggage, and when necessary the baggage of passengers who travel on "The Oriental Limited" will be forwarded by the next train.

In such a case the Railroad and Warehouse Commission wish answers to three questions, as follows:

"First. Are the railroad companies compelled by law to carry passengers' baggage up to 150 pounds on the same train as they travel?"

"Second. Are railroad companies compelled by law to carry passengers' excess baggage upon the same train as they travel, that is, the excess weight over 150 pounds?"

"Third. If the railroad companies are not compelled under the law to carry passengers' baggage as stated above, can the Commission exact these conditions?"

In answer I will say that, in the absence of a statute, and we have none in this state, the general rule with reference to the carrying of the baggage of a passenger upon the same train for which he has purchased a ticket and is entitled to travel on, can be stated as follows:

The obligation of a railroad company undoubtedly is to take whatever is delivered and received as baggage from a passenger, in the baggage car of a passenger train in which the passenger takes his passage, and take it along with and deliver it to the passenger at the place of destination, in the usual manner of transporting and delivering baggage. And in this respect the obligation is the same, whether the baggage is within the quantity allowed to a passenger to be carried without any charge, other than the ordinary fare of the passenger, or whether it is an extra quantity, for which an additional charge is made. If it is taken as the baggage of the passenger, whether ordinary or extra, it is to be carried with the passenger, unless there is some agreement to the contrary.

Therefore the baggage of the passenger, whether within the quantity allowed to be carried without charge or whether it exceeds that amount for

which an additional charge is made and paid, must go upon the same train with the passenger unless there is some agreement to the contrary, and it is clear from the statement of facts in your communication that, while there is no agreement to the contrary, there is an express statement and public notice given by the railroad company that—

“Trains Nos. 1 and 2, ‘The Oriental Limited,’ have only a limited space for carrying baggage. When necessary, the baggage of passengers who travel on the ‘Oriental Limited’ will be forwarded by the next train.”

In other words, the railroad company having only limited space for carrying baggage upon “The Oriental Limited” reserves the right, when it becomes necessary, to forward the baggage of passengers upon that train, by the next train. The passenger purchases his ticket for that train knowing that fact.

This is an arbitrary rule or regulation established by the railroad company with reference to the carrying of baggage upon that particular train, and the reasonableness of any such rule or regulation as to the checking or carrying of baggage must depend upon the existence of particular facts and circumstances; that is, the railroad company unquestionably has the right to establish a rule or regulation as to the carrying of baggage upon that particular train, but the reasonableness of that rule or regulation must depend upon the particular facts and circumstances with reference to the running and management of that train.

The character of the answers to the three questions therefore depends upon a decision as to whether the rule or regulation established by the railroad company with reference to carrying baggage upon “The Oriental Limited” is reasonable or not.

The question of the reasonableness of that rule or regulation is one to be decided by the Railroad and Warehouse Commission after investigating the facts and circumstances in the case; it is a question of fact to be determined from evidence heard by the Commission solely and strictly, and it is not a legal question for the officials of this office to pass upon. In other words, the Commission, after investigation and having determined whether or not the rule established by the railroad company is reasonable, can answer the three questions.

The proper procedure, therefore, of course, would be for the Commission to make a thorough investigation of the case and decide whether the company is justified in refusing to carry the passengers’ baggage upon “The Oriental Limited,” or whether such rule and regulation is unreasonable and, if so determined, after notice and hearing, then notify the railroad company to that effect and that the passenger’s baggage must, by reason of the unreasonableness of such rule and regulation, be carried upon that train.

Yours truly,

C. S. JELLEY, Special Counsel.

Question as to Violation of Chapter 176, G. L. 1905, by the Minnesota Transfer Railway Company.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, January 17, 1907.

Hon. C. F. Staples, Railroad and Warehouse Commission, City.

Dear Sir: In your communication of the 11th inst., which has been referred to me, you call the attention of the Attorney General to, and ask his opinion upon, the action of the Minnesota Transfer Railway Company in putting into effect a new schedule of switching charges without first procuring the consent of the Commission.

It appears from your letter that the Transfer Company filed a new schedule of switching charges with the Commission on September 15th, the tariff on its face purporting to be "Effective September 15, 1906." Thereafter and on September 21st the company was advised by the Commission that the tariff in question cannot go into effect for the reason that no application has been made to the Commission for permission to change the switching rates at the Minnesota Transfer as provided in Chapter 176, General Laws 1905."

It further appears that the company was advised that it would be necessary to have a public hearing in the matter. This was undoubtedly the proper course, as the proposed new tariff had the effect, as you say, of increasing the switching charges, the increase in some cases being as high as \$3.50 per car. It further appears that while the matter was pending before the Commission, and before any hearing had been had therein, the Transfer Company arbitrarily put the new tariff into effect and began collecting charges thereunder. That this arbitrary action was taken has been admitted, as I understand it, by Mr. Dooley, the Superintendent of the Transfer Company.

You desire to know whether the Transfer Company has not been guilty of a clear violation of Sections 2, 3 and 5 of Chapter 176, G. L. 1905. I have the honor to advise you that the action of the Transfer Company in arbitrarily making effective the new tariff, thereby greatly increasing charges, without procuring the consent of the Railroad and Warehouse Commission, after proper application and hearing, was a gross violation of the law, which, in my opinion, makes the company liable to the penalty imposed by Section 7 of the 1905 act, to-wit.—"\$100 for each and every day such violation shall continue." This penalty may be recovered in a civil action in the name of the State of Minnesota.

Trusting that the foregoing may meet with your approval, I beg to remain,

Yours truly,

R. A. STONE, Assistant Attorney General.

Whether the Commission can compel the C., M. & St. P. Ry. Co. to switch cars of freight from the Burlington line at Hastings for final delivery on its own terminals.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, January 19, 1907.

Hon. C. F. Staples, Railroad & Warehouse Commission, City.

Dear Sir: Under date of the 4th inst. you submitted to the Attorney General, for his opinion thereon, two questions, the first of which is substantially as follows:

"May the Commission make an order requiring the Chicago, Milwaukee & St. Paul Ry. Co. to switch cars of freight from the Chicago, Burlington & Quincy line or terminals in the city of Hastings, Minnesota, to and over its own terminals for final delivery thereon?"

Your second question will be reserved for further consideration. The matter having been referred to me, I beg to submit, in answer to the question above quoted, the following:

Paragraph F. of Section 3, Chapter 91, General Laws, 1895, was in part as follows:

"Nothing herein contained shall be construed as requiring any railroad company to send its cars over the line of railroad of another company when its own line of railroad runs to and reaches the point of destination or the point of connection with another railroad on which such point of destination is located, or to use its track or terminal facilities at terminal points for the handling of cars or traffic of another or competing company."

This law was expressly repealed by the Code, and the provision above quoted was not continued either in form or substance. The only provision of the Revised Laws, 1905, having any direct bearing upon the question, is Section 2019, relating to transfer facilities. That section reads as follows:

"Section 2019. All such railroad companies, at all points of connection, intersection, or crossing at grade of different railroads, where it is practicable, shall provide reasonable, ample, and equal facilities, by track connection, passenger platforms, and otherwise, for transferring cars, passengers and property between their respective roads without unreasonable delay. They shall not discriminate in their rates or charges between such connecting lines or on freight coming over them; but no such company shall be required to furnish to another railroad company its tracks, equipment, or terminal facilities, without reasonable compensation."

The concluding sentence of this section, to the effect that no railroad company shall be required to furnish terminal facilities to another company without reasonable compensation necessarily implies that such facilities must be furnished for a reasonable compensation. If the law is of any effect whatever, it permits of no other construction.

It is probable, of course, that no such order could be made where the result thereof would, if enforced, be confiscation. I realize that the

foregoing is contrary to the practice and rulings of your Commission in the past, but inasmuch as the Code makes the change to which your attention is above directed, I think it evident that the legislature intended that the rule as to furnishing transfer facilities should be changed, so that the terminals of one company, in proper cases, might be subjected to the use of traffic arriving over the lines of another company.

Yours very truly,

R. A. STONE,
Assistant Attorney General.

As to power of the Commission to order in track connections between railways without proof of necessity for same.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., Feb. 1st, 1907.

Railroad and Warehouse Commission, Building.

Gentlemen: In your favor of the 29th inst. you ask whether the provisions of Section 2019 of the Revised Laws of 1905 should not be construed as amendatory. I beg to advise you that notwithstanding the change in the law from the language it contained at the time of the so-called "Jacobson" case, I am, nevertheless, of the opinion that there should be some showing made of the necessity for track connections before your board would be justified in making order that they be put in.

Yours truly,

E. T. YOUNG,
Attorney General.

Power of Commission to authorize two different rates on same commodity between the same stations.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., April 16, 1907.

Railroad and Warehouse Commission, Capitol.

Gentlemen: I have your favor of the 4th inst. relating to the rate on lime from Mankato to Austin. You state that the rate now is seven cents per cwt., in car lots with a minimum of 24,000 lbs., and that Mr. Pay, who is manufacturing lime at Mankato and cement at Austin has asked the Chicago Great Western Railway Company to make a rate on lime from Mankato to Austin of five cents with a minimum of 50,000 lbs.

You state that the railway company is willing to put this rate in if the Commission will consent thereto. You further state that, in the opinion of the Commission, it has not the power to make two different rates on the same article between the same stations.

I beg to advise you that I am of the opinion that the Commission is right in its construction of the statute, and that as the law is now worded, you could not legally consent to the rate demanded.

Yours truly,

E. T. YOUNG, Attorney General.

As to whether the elevator of James Quirk Milling Co. at Waterville, is a public elevator under statute.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., April 16th, 1907.

Hon. Charles F. Staples, Railroad and Warehouse Commission.

Dear Sir: The Attorney General has referred to me your inquiry relative to the elevator owned by the James Quirk Milling Company at Waterville, Minnesota.

The elevator in question is situated on the right of way of a railroad. Concerning it the proprietors say "The elevator * * * is one that we use in connection with our mill at Waterville. We store no wheat there. We ship no wheat from there. We simply use it in connection with our own business and (of) manufacturing flour." I assume from the foregoing that the elevator is a part of the Quirk Company's mill property at Waterville; that it is used only as a store house for the grain purchased for use in the mill, and that no grain is sold or shipped therefrom. It is upon this understanding of the facts that I answer your question as to whether the elevator is a public warehouse and as such required to be licensed, and otherwise subject to the jurisdiction of the Commission.

You have directed our attention to sections 2084, 2085, 2100, 2091, 2087, Revised Laws 1905. Section 2084 is as follows:

"All elevators and warehouses in which grain is received, stored, shipped or handled, situated on the right of way of any railroad company, or adjacent thereto to be used in connection with its line of railway at any station or siding other than Minneapolis, St. Paul and Duluth, shall be public warehouses, known as local warehouses, and shall be under the supervision and subject to the inspection of the Commission."

This section, literally construed, and without reference to other sections in *pari materia*, might be held to include, as you suggest, any warehouse situated on a railroad right of way. Such, however, was not the intention, as is obvious from an inspection of the other sections above enumerated, all bearing upon the same subject.

Section 2084 defines "public warehouses." A distinction is thereby drawn between the public and the private warehouses, the former being required to take out a license and being otherwise subject to the jurisdiction of the Railroad and Warehouse Commission. Section 2085 requires "all such elevators" that is, all public warehouses, to be licensed. Section 2100 requires the Commission to exercise general supervision over the "management of public warehouses." Examination of the other sections referred to shows the presence of similar phraseology, all indicating that the legislature had in mind only public warehouses as defined in Section 2084.

If the Quirk Elevator at Waterville is not a private warehouse, the distinction between public and private warehouses instead of being followed by the legislature, has been abolished. If the elevator now under consideration is not purely a private warehouse, then there is no such thing known in the milling and grain business of the state. In my judg-

ment, when all of the statutes bearing upon the subject are considered, we are forced irresistibly to the conclusion that elevators of this kind need not be licensed, and are not subject to the jurisdiction of the Commission.

Trusting that the foregoing may have the honor of your approval, I beg to remain,

Yours very truly,

R. A. STONE,
Assistant Attorney General.

As to the legality of a certain switching charge imposed by the Minnesota Transfer Ry. Co.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., May 8th, 1907.

Hon. Ira B. Mills, Chairman Railroad and Warehouse Commission.

Dear Sir: Under recent date you transmitted to the Attorney General a communication setting forth the following facts, to-wit:

"Mr. F. H. Lewis, a dealer in hardwood lumber, had shipped from a point outside of the state to himself, billed to Minnesota Transfer, a carload of lumber. When it arrived at the Transfer he was telephoned by the Transfer Company what disposition to make of the car. He answered telling the Transfer people to deliver it, or turn it over to Anderson & Company, and they asked him to confirm this by letter, which he immediately did. At this time he had paid the freight charges upon this car to Minnesota Transfer."

"Anderson & Company have an industry on the tracks of Minnesota Transfer, and as this shipment came in over the "Soo" Road it was entitled to delivery to this industry free of charge."

"Instead of taking the car to the Anderson track on the telephone order, the company took the car to the team track. On receiving the letter they transferred the car to the Anderson track and charged \$5.55 for switching."

On these facts you ask an answer to the following questions:

"1st. The company having asked over the 'phone what disposition should be made of the car, and having received an answer, and a letter immediately following, was that not sufficient to require them to make the delivery to Anderson & Company free of charge?"

"2nd. This shipment having originated outside of the state, has this Commission any jurisdiction over the matter even if the freight was paid to destination before disposition was given?"

The matter having been referred to me, I beg to submit the following: In my opinion, the action of the Transfer Company in placing the car on the team track, after the telephone order, given at their own express solicitation, to place the car on the Anderson track, and making a charge of \$5.55 for the switching, was entirely unwarranted. If the company has a valid rule requiring directions of this kind to be given in writing, they waived that rule in this instance by asking for telephone instructions.

I am not unmindful of the difficulty inherent in your second question. In many cases it is very hard to determine the exact point when an interstate shipment loses its interstate character and becomes subject to state regulation. In this case it seems to me that the interstate shipment ceased when the car was first placed upon the tracks of the Transfer Company, subject to the direction of the consignee. The subsequent movement either to the team track or the Anderson track, or both, was an independent carriage of a purely local character in the nature of a reshipment. In my judgment, that movement was subject to the regulation and control of your Commission.

Trusting that the foregoing may have the honor of your approval, I am,

Yours very truly,

R. A. STONE,
Assistant Attorney General.

Status of Potato Warehouses in connection with Section 2006, R. L. 1905, relating to sidetracks.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, May 15, 1907.

Hon. C. F. Staples, Railroad and Warehouse Commission.

Dear Sir: There has been referred to me your inquiry of even date asking whether Sec. 2006, Revised Laws, 1905, can be construed so as to impose upon railroad companies the duty of constructing and operating sidetracks, as therein provided, for the benefit of a Potato Warehouse, which is now located 25 feet from the house track upon the premises adjoining the right of way.

Section 2006 is for the benefit only of the owner or owners of "any grain warehouse or mill of not less than 5,000 bushel capacity," or of a "mill, quarry, brick or lime kiln, or manufactory." This is a complete enumeration of the beneficiaries of the law, and, by a familiar rule of statutory construction, excludes from its operation all industries not mentioned. Potato warehouses, not being included in the enumeration, are therefore beyond the scope of the law and not entitled as of right to sidetrack facilities.

Trusting that the foregoing may be honored by your approval, I am,

Yours very truly,

R. A. STONE,
Assistant Attorney General.

Interstate shipments held to retain their interstate character until after actual delivery to consignee.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, May 16, 1907.

Hon. C. F. Staples, Railroad and Warehouse Commission.

Dear Sir: Sometime since there was referred to me your communication submitting certain questions, among which was one substantially as follows: Can freight shipped into the City of Hastings over the Burlington road from points without the state, and placed in the Burlington yards, be construed to be state traffic after the consignee has paid the freight thereon, in the event that the consignee desires either (1) to have the freight switched across the river into the city proper, or (2) re-shipped to another point in the State of Minnesota. In my opinion, such shipments retain their interstate character and therefore are not subject to the regulation of your Commission until after actual delivery to the consignee. The payment of the freight is but an incident to be considered in determining whether such delivery has been made. It is in no event controlling. No other conclusion can be arrived at in view of the case of McNeil vs. Southern Railway Company, 202 U. S. 543, 50 L. Ed. 1142. This act involved the right of the Corporation Commission of North Carolina to direct the railroad company to deliver cars containing interstate freight upon the private siding of a shipper instead of on the team track where the company insisted upon placing such cars in this particular case. No independent local belt or transfer line was concerned. The railroad affected was unquestionably engaged in interstate commerce so as to be directly subject to the control of the Interstate Commerce Commission. The order of the Corporation Commission directing delivery to be made at the private siding was held to be invalid as an attempted regulation of interstate commerce. In order to reach this decision, the court necessarily concluded that the interstate character of the shipment did not terminate upon the arrival of the car in the yards of the Southern Railway Company at the point of destination, but that it continued until actual delivery to the consignee.

In the Hastings case, I believe that interstate shipments will retain their character as such until actual delivery to the consignee, and that transportation from the Burlington yards across the river to the yard of the Milwaukee Company or to private tracks would be held to be a part of the interstate movement.

In the second branch of your question which involves a re-shipment by the original consignee, a different conclusion must be reached. In this case the payment of the freight by the consignee with directions to re-ship the car to another point in the state accompanied by a re-billing, amounts to a delivery thereof to him. The interstate movement has terminated and a new and independent movement entirely local to the State of Minnesota has commenced. This latter movement is subject to the usual control of your Commission.

Trusting that the foregoing may be honored by your approval, I beg to remain,

Yours very truly,

R. A. STONE,

Assistant Attorney General.

Necessity for uniform adoption by all Express Companies of Express classifications.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., May 17th, 1907.

Railroad and Warehouse Commission, Capitol.

Gentlemen: Your communication of the first inst., relative to certain changes in the classification used by the Express Companies, has been referred to me.

Without repeating either the facts stated by you or the question submitted thereon, I have the honor to advise you that, in order that the classification may be uniform as to all companies as required by law, any change therein should be adopted and made effective by all the Express Companies doing business in the state. To permit certain changes, such as those you mentioned, to be made by some of the companies only, would bring about a decided lack of uniformity in the classification. This is a result which should not be permitted.

Trusting that the foregoing may be favored by your approval, I beg to remain,

Yours very truly,

R. A. STONE,

Assistant Attorney General.

Liability of Country Grain Warehousemen in making deliveries on warehouse receipts.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., June 4th, 1907.

Hon. Ira B. Mills, Chairman Railroad and Warehouse Commission, Capitol, City.

Dear Sir: I have your favor of the 1st inst., relative to the form of warehouse receipts to be issued by country warehouses as provided by the law of 1907. In our conversation about the matter you stated that certain warehousemen were objecting to the form of ticket for the reason that by its terms it seemed to bind them to deliver the grain described therein at any terminal point, upon the same line of railway within the state, that might be designated by the owner, where state inspection and weighing were in force, without providing for the payment of freight thereon from the point of receipt to the point of possible delivery.

In this connection, my attention has been called to Section 2090, Revised Laws 1905, which covers the point in controversy. That section provides the procedure in a case where the owner of a ticket, received from a country warehouse, desires to have the grain therein described delivered at a terminal point. He must surrender the original ticket received from the warehouseman and receive from him a new certificate specifying the kind of grain, the grade, and the net quantity, exclusive of dockage, to which he is entitled. It further provides that such grain shall be sub-

ject to freight and other lawful charges accruing up to the time of delivery at the terminal point. This section of the Revised Laws is not repealed by the enactment of 1907, which prescribes the form of ticket, and the section therefore continues in force and clearly defines the rights of the parties in cases where delivery at a terminal point is demanded. In view of this section it is not necessary that the ticket should state in express terms that the owner of the wheat must pay the freight thereon. The law of the state is always a part of every contract, and this law fixes the duty upon the owner to pay such freight and he therefore must do so.

Yours truly,

E. T. YOUNG, Attorney General.

As to jurisdiction under Section 1, Chapter 333, G. L. 1907, relating to Fences and Cattle Guards.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, June 18th, 1907.

Thomas Yapp, Esq., Assistant Secretary, Railroad and Warehouse Commission.

Dear Sir: In your favor of the 15th inst. you ask whether the provisions of Section 1 of Chapter 333 of the General Laws, 1907, are to be enforced by the Railroad and Warehouse Commission.

I beg to advise that, in my opinion, the law referred to is to be administered exclusively by those in charge of public highways.

Yours truly,

E. T. YOUNG, Attorney General.

As to jurisdiction of Commission in connection with over-head crossings.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., July 18th, 1907.

Hon. Ira B. Mills, Railroad and Warehouse Commission, Capitol.

My Dear Sir: You forward to this office this morning a letter from Hon. Daniel Shell of Worthington, under date of July 12th, in which he states, in effect, that between the Villages of Worthington and Org, the Chicago, St. Paul, Minneapolis & Omaha Railway Company maintain a dangerous crossing, in that when one has entered the same it is practically impossible to get out of the way of trains, and he suggests that it is within the purview of the powers of the Railroad and Warehouse Commission of the State of Minnesota to take testimony upon the matter and, if so advised, order the railroad company to construct an over-head crossing at this place, and you ask whether, in the opinion of this office, the Railroad and Warehouse Commission of this state has such power.

In reply thereto, I beg to advise that, in my opinion, your inquiry must be answered in the negative. The jurisdiction of the Railroad and Warehouse Commission does not extend to a matter of this nature. Under the statute, its source of power, the Railroad and Warehouse Commission may, in a proper case, direct a railway company to make such reasonable changes in the mode of operating its roads, its stations, and conducting its business as will result in the convenience and welfare of the public; that is the Railroad and Warehouse Commission may direct the railway company to do certain things for the welfare and convenience of the public in matters which the railway company control. The question of constructing a bridge as part of a public highway over the tracks of a railway company is not such a matter. The railway company as such has no control thereover, but it is a highway matter and one under the control of the respective highway authorities of the state. I think the difference is at once apparent.

However, in this connection, permit me to call your attention to the case of the State, ex rel. vs. St. P., M. & M. Ry. Co., reported in 98 Minn. at page 380, and the doctrine of which was lately affirmed by the Supreme Court in the case not yet reported. Quoting from the syllabus of that case, our court has said:

"A railway company receives its charter and franchise subject to the implied right of the state to establish and open such streets and highways over and across its right of way as public convenience and necessity may from time to time require. That right on the part of the state attaches by implication of law to the franchise of the railroad company and imposes upon it an obligation to construct and maintain, at its own expense, suitable crossings at new streets and highways to the same extent as required by the rules of the common law at streets and highways in existence when the road was constructed."

This rule, the court says, may apply to over-head crossings, and in the absence of any showing to the contrary would seemingly apply to the Omaha road as well as to the defendant therein.

The question of whether it is necessary that such crossing should be an over-head crossing, is one to be determined by the facts in each case, but such question of necessity being determined in favor of an over-head crossing, our courts will, at the instance of the county attorney or any attorney employed by the proper highway authorities, compel a railway company at its own expense, in a proper case, to construct suitable and safe crossing over the tracks of such company.

I call attention to the foregoing case for the reason that while unquestionably the power of your Commission may not be invoked in such a matter, ample power exists along the lines indicated to bring about the desired result, assuming that the facts will warrant the same.

Yours truly,

GEORGE T. SIMPSON,
Assistant Attorney General.

Construction of Sections 2038 and 2039, R. L. 1905, relating to abandonment of railways.

OFFICE OF THE ATTORNEY GENERAL.

August 19th, 1907.

Hon. Ira B. Mills, Chairman Railroad and Warehouse Commission.

Dear Sir: From your communication of the 14th inst. it appears that the "Soo" Railroad, in making a revision of their grade find it necessary at the station of Wendell in Grant County to move a portion of their line to a location between 1,200 and 1,500 feet south of its present position. You ask whether or not Sections 2038 and 2039 of the Revised Laws of Minnesota, 1905, as amended by Chapter 261 of the General Laws, 1907, applies to such a change of road.

In my opinion, the statute in question does apply to the facts stated. A portion of the old line is to be abandoned and closed for traffic. The language of Section 2038 is broad enough and was apparently intended to cover every case of this kind. The "Soo" Company cannot make the change without abandoning and closing for business certain railway tracks, and therefore is well within the law in question.

Trusting that the foregoing will have the honor of your approval, I am,
Yours truly,

R. A. STONE,
Assistant Attorney General.

As to jurisdiction of the Commission over question of approaches to a public warehouse on right of way.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., Sept. 20, 1907.

Hon. Ira B. Mills, Railroad and Warehouse Commission.

Dear Sir: You transmit to this office the correspondence, which is herewith returned, in relation to a local warehouse at Fort Ripley, this state, and from which it appears that on the right of way of the Northern Pacific Railway Company at that point there has been located for many years a local warehouse; that there is a highway traveled, it is claimed, for some thirty years, extending along the right of way of the Railway Company and up to this warehouse, and that the railway company has lately obstructed and abolished such highway. Application is made to the Railroad and Warehouse Commission on behalf of persons who formerly used the same, in effect asking the Commission to direct such railway company to remove such obstruction, and you ask for the opinion of this office thereon.

In reply thereto, I beg to advise that, in my opinion, the same is not within the jurisdiction of the Railroad and Warehouse Commission, but is a matter wholly within the jurisdiction of the local road authorities. While such Commission has jurisdiction of the operation of local warehouses, I

am aware of no law authorizing the Commission in such cases to compel a railway company to open or maintain a highway across its right of way.

Yours truly,

GEORGE T. SIMPSON,
Assistant Attorney General.

Right of Express Companies to handle consignments of Fruit.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Sept. 23rd, 1907.

Hon. Ira B. Mills, Chairman Railroad and Warehouse Commission, St. Paul, Minn.

Dear Sir: There was recently referred to me your inquiry as to whether the United States Express Company violates Sections 2114, et seq., Revised Laws of 1905, by permitting its local agents in this state to receive and sell fruit and other produce on commission. I note that in the particular case mentioned by you, fruit was shipped directly to the local agent and he disposed of it in such quantities as his purchasers desired. It also appears that in addition to the ordinary express charges the agent himself received compensation from the consignor.

In my opinion, this is a violation of the Sections of the Revised Laws above referred to, which constitute what is known as the "Commission Merchants Law." The language of the sections referred to is sufficiently broad to cover the facts set forth by you, and both the company and the agent, in my opinion, are violators of the law.

While there is nothing in the law prohibiting the issuing of a license to an express company or its agents, I do not believe that it was the intention of the legislature that licenses should be issued to common carriers or their agents. To me it seems improper that common carriers should be permitted to combine the selling of goods on commission, or otherwise, with their proper occupation of transporting the same. Such combination comes very close to being contrary to public policy. I am inclined to the opinion that if a commission merchant's license is applied for by an express company or by its agent to cover the business above referred to, it is within the discretion of the Commission to refuse to grant the license applied for.

Yours very truly,

R. A. STONE,
Assistant Attorney General.

Constitutionality of Chapter 253, G. L. 1907, relating to the hours of service of railroad employes.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Sept. 23rd, 1907.

Hon. Ira B. Mills, Chairman Railroad and Warehouse Commission, St. Paul, Minn.

Dear Sir: There has been referred to me your inquiry of recent date as to whether Chapter 253, General Laws 1907, entitled "An act to safeguard the traveling public and employes upon railroads, by limiting the hours of service of employes thereon," is constitutional. It appears that Mr. C. W. Bunn, general counsel of the Northern Pacific Railway Company, takes the position that this law is invalid for the reason that the subject was regulated by Congress at its last session.

It will be conceded that, in the absence of any regulation by Congress, the act in question would be valid. Until such regulation by Congress, "it is clearly within the competency of the states to provide against accidents on trains whilst within their limits. * * * It is not only within the power of the states, but it is among their plain duties, to make provision against accidents likely to follow any such business, so that the dangers attending it may be guarded against so far as practicable."

Nashville, Chicago & St. L. R. R. Co. vs. Alabama, 128 U. S. 96 (32 L. Ed 352).

Smith vs. Alabama, 124 U. S. 465 (31 L. Ed. 508).

The question then is, whether Congress has regulated the subject matter in such a way as to exclude or render inoperative state regulation. In my opinion, it has not.

The act to which Mr. Bunn refers, and concerning which he makes the claim that Congress gave the railway companies a year's time to prepare for compliance therewith, does not take effect until January 1st, 1908. No provision thereof provides that the railroad companies shall have the intervening time to prepare for compliance therewith. The entire effect of the law is postponed and it has no force for any purpose until January 1st next. Until that date it imposes no liability or obligation upon the railroad companies, neither does it relieve them from such state regulations as are effective. To hold that it does relieve from state regulation is to say that although Congress has expressly said that the law shall have no effect until January 1st, it may, nevertheless, have a very substantial effect before that time. This conclusion, to my mind, is entirely unwarrantable.

If the claim advanced by Mr. Bunn is tenable, it would be equally so if the act of Congress did not take effect for five years. If the concluding section of the law provided that it should not take effect or be in force until January 1st, 1913, it could hardly be said that it was the intention to give the railroad companies that period of time within which to prepare to comply with the law. Neither could it be said that during that time they would be immune from state regulation in the premises. I do not see any difference in principle in the situation now presented.

You further inquire whether the Commission has any authority to proceed under the statute in question, in the absence of a complaint as provided for by section two of the act. Unquestionably the Commission may proceed to investigate an alleged violation of the act and to institute a prosecution thereof if facts were found to warrant it, without the filing of a complaint.

Trusting that the foregoing will be favored with your approval.

Yours very truly,

R. A. STONE,
Assistant Attorney General.

As to legality of practice by country grain warehousemen to exact dockage on grain purchased.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., October 7th, 1907.

Railroad and Warehouse Commission, Capitol.

Gentlemen: I have for acknowledgement your favor of the 28th ult., in which you ask for the opinion of this office as to whether it is unlawful for elevators, other than terminal elevators, to deduct "dockage" on grain purchased by them.

In answer thereto I would say that I know of no provision of law which prohibits such elevators from agreeing with a seller of grain, where the condition of the grain is such as to warrant it, on a specified dockage. No other measure than the standard bushel may be used, but the amount of dockage in any given case is a matter of negotiation between the seller and the purchaser, to be agreed upon by them in view of the condition of the grain offered for sale.

Section 2068, Revised Laws 1905, provides for the inspection at terminal warehouses by state inspector of grain received or shipped in car-load or boat-load lots, and the determination by him of the amount of dockage which any particular lot of grain shall be subject to. His decision is conclusive unless changed on re-inspection or appeal.

Yours truly,

E. T. YOUNG, Attorney General.

As to power of supervision by the Railroad Commission over suburban electric railways.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Oct. 31st, 1907.

Hon. Ira B. Mills, Chairman Railroad and Warehouse Commission.

Dear Sir: In your favor of the 29th inst. you enclose copy of a letter from Mr. E. R. Haseltine, relating to control of electric suburban railways, in view of the decision rendered by the Supreme Court on May 17th last,

and you ask my opinion as to whether your Commission has the power of supervision over the electric suburban roads referred to.

The decision of the Supreme Court referred to overturned what might be regarded as the popular conception of the status of suburban railways when operated in connection with street railways. The Supreme Court there held, in speaking of the Minneapolis & St. Paul Suburban Railway Company, that although the articles declared it to be incorporated under Title 2 of Chapter 34, of the General Statutes of 1894, it was in fact incorporated under Title 1 of said Chapter, and endowed with the right of eminent domain and that its railways were common carriers of passengers under the terms of Section 1990 of the Revised Laws of 1905. The court further held that the lines of this company were no less employed as common carriers because they did not carry freight.

Under the general laws of the state your Commission is given "general supervision over railroads * * * doing business as common carriers." I see no escape from the conclusion under the decision referred to, that the Minneapolis & St. Paul Suburban Railway Company is under your supervision, the same as other common carriers in the state.

Yours truly,

E. T. YOUNG, Attorney General.

Right of railway companies to collect a penalty for failure to purchase passenger tickets.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., November 13th, 1907.

Railroad and Warehouse Commission, State Capitol.

Gentlemen: In your favor of November 2nd you ask whether under the two-cent fare law of this state, a railway company has the right to adopt any regulation which will require passengers who board a train without tickets, to pay any greater sum than the regular two cents per mile. In this connection you mention a proposed regulation under which ten cents extra is to be charged such passengers, such sum to be restored on the presentation of a coupon or receipt therefor, to the agent of the company at any station.

I beg to advise you that, in my opinion the railroad companies have the same right to adopt reasonable regulations to protect their business as they had before, provided the extra sum charged to persons not having tickets is not strictly a part of the fare. It is of the highest importance to the public that railroad companies should receive full compensation from all passengers, as well as from all persons who ship freight over their lines, and any regulation which will enable the companies to protect themselves against loss in the revenue properly chargeable to the passenger service, should be upheld and not discouraged. I think the arrangement suggested in your letter would be entirely reasonable. Furthermore, I think that your Commission would have authority to approve any reasonable regulation adopted for the purpose of compelling passengers to purchase tickets.

Yours truly,

E. T. YOUNG, Attorney General

CONTENTS OF STATISTICAL TABLES FOLLOWING:

- I. Mileage.
- II. Accidents to persons in Minnesota.
 - IIa. Accidents resulting from movement of trains.
 - IIb. Accidents resulting from other causes.
- III. Capital stock and debt, entire lines.
- IV. Current assets and liabilities.
- IVa. Current assets and liabilities.
- VI. Cost of road and equipment.
- V. Income account.
- VII. Operating expenses, entire lines.
 - Maintenance of way and structures.
 - Maintenance of equipment.
 - Conducting transportation.
 - General expenses.
 - Recapitulation of expenses.
- VIII. Earnings and income from operation in Minnesota.
- IX. Operating expenses in Minnesota.
- X. Percentage of operating expenses to earnings.
- XI. Stocks and bonds owned by railway companies.
- XII. Rentals received.
- XIII. Rentals paid.
- XIV. General balance sheet—assets.
- XIVa. General balance sheet—liabilities.
- XV. Officers and employes and their salaries, Minnesota.
- XVI. Description of equipment, entire lines.
- XVII. Car mileage, amount paid for equipment, entire lines.
- XVIII. Traffic and mileage statistics, Minnesota—passenger traffic.
- XIX. Traffic and mileage statistics, entire line—passenger traffic.
- XX. Average amount received from each passenger, entire lines.
- XXI. Average receipts per passenger per mile for entire lines.
- XXII. Freight traffic statistics, Minnesota.
- XXIII. Freight traffic statistics, entire lines.
- XXIV. Average amount received from each ton of freight, entire lines.
- XXV. Average receipts per ton per mile, entire lines.
- XXVI. Total traffic, Minnesota.
- XXVII. Total traffic, entire lines.
- XXVIII. Total car mileage, Minnesota.
- XXIX. Total car mileage, entire lines.
- XXX. Train mileage, Minnesota.
- XXXI. Train mileage, entire lines.
- XXXII. Empty and Loaded car mileage, entire lines.
- XXXIII. Gross earnings and taxes, Minnesota.

TABLE I.

Pages 67-67B.

MILES OF MAIN TRACK AND BRANCHES OF RAILROADS IN ALL STATES AND IN MINNESOTA, EXCLUSIVE OF TRACKAGE RIGHTS, JUNE 30, 1907.

NAME OF RAILROAD	Total Mileage	Mile in Minnesota
Minnesota & Manitoba Railway Company.....		43.70
Canadian Northern Railway Company.....	2,628.20	
Chicago, Burlington & Quincy Railway Company.....	8,660.07	23.61
Chicago, Great Western Railway Company.....	733.22	117.63
Chicago, Milwaukee & St. Paul Railway Company.....	7,172.64	1,202.48
Chicago & North-Western Railway Company.....	7,584.66	650.30
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,641.61	434.33
Chicago, Rock Island & Pacific Railway Company.....	6,450.26	236.05
Dubuque & Sioux City (Illinois Central) Railroad Company.....	759.88	29.99
Duluth & Iron Range Railroad Company.....	210.26	210.26
Duluth & Northern Minnesota Railway Company.....	76.86	76.86
Duluth & Northeastern Railway Company.....	63.50	63.50
Duluth, Missabe & Northern Railway Company.....	244.57	244.57
Duluth, St. Cloud, Glencoe & Mankato Railway Company.....	39.37	39.37
Duluth, South Shore & Atlantic Railway Company.....	581.04	
Duluth, Rainy Lake & Winnipeg Railroad Company.....	43.50	43.50
Great Northern Railway Company.....	5,298.52	1,884.86
Green Bay & Western Railroad Company.....	225.00	
Iowa Central Railway Company.....	539.27	
Mason City & Fort Dodge Railway Company.....	378.13	27.33
Minneapolis & Rainy River Railway Company.....	53.02	53.02
Minneapolis, Red Lake & Manitoba Railway Company.....	33.5	33.5
Minneapolis & St. Louis Railroad Company.....	906.76	379.47
Minneapolis, St. Paul & Sault Ste Marie Railway Company.....	2,262.88	544.93
Minnesota & International Railway Company.....	190.03	190.03
Minnesota & North Wisconsin Railway Company.....	55.30	55.30
Northern Pacific Railway Company.....	5,757.69	1,033.77
Willmar & Sioux Falls Railway Company.....	433.41	153.91
Wisconsin Central Railway Company.....	962.80	25.32
Wisconsin, Minnesota & Pacific Railway Company.....	271.00	248.59
	54,256.86	8,022.00

STATEMENT SHOWING YEARLY INCREASE IN MILEAGE SINCE 1862, IN
MINNESOTA.

Year	Miles	Year	Miles
1862.....	10.00	1885.....	4,226.42
1863.....	57.00	1886.....	4,368.36
1864.....	100.00	1887.....	4,871.04
1865.....	210.00	1888.....	5,042.74
1866.....	315.00	1889.....	5,303.07
1867.....	429.00	1890.....	5,409.11
1868.....	560.00	1891.....	5,527.55
1869.....	766.00	1892.....	5,615.77
1870.....	1,092.50	1893.....	5,863.89
1871.....	1,500.25	1894.....	5,912.43
1872.....	1,900.00	1895.....	5,990.78
1873.....	1,907.25	1896.....	5,991.31
1874.....	1,947.25	1897.....	6,086.35
1875.....	1,957.25	1898.....	6,062.69
1876.....	1,986.75	1899.....	6,338.37
1877.....	2,198.50	1900.....	6,794.68
1878.....	2,549.28	1901.....	6,993.63
1879.....	2,941.33	1902.....	7,165.93
1880.....	3,099.32	1903.....	7,250.01
1881.....	3,217.26	1904.....	7,467.21
1882.....	3,332.93	1905.....	7,791.85
1883.....	3,767.95	1906.....	7,937.12
1884.....	3,908.98	1907.....	8,023.09

TERMINAL AND TRANSFER RAILWAYS.

NAME OF RAILROAD	Mileage in Minnesota
Duluth Belt Line.....	2.00
Duluth Terminal Railway.....	1.82
Minneapolis Eastern Railway.....	2.94
Minneapolis Western Railway.....	1.69
Minnesota Transfer Railway.....	69.80
Railway Transfer of Minneapolis.....	8.80
Winona Bridge Railway.....	.49
Total	87.54

TABLE II.

ACCIDENTS TO PERSONS IN STATE OF MINNESOTA FOR YEAR ENDING JUNE 30, 1907.

Page 71

KIND OF ACCIDENT	EMPLOYEES												Total of Passengers and Employees and Others				
	Trainmen		Switchmen, Flagmen and Watchmen		Stationmen		Shopmen		Trackmen		Other Employees		Total Employees		Total Passengers and Others		
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
Coupling or uncoupling.....	9	121															
Collisions.....	17	132															
Derailments and parting of trains....	7	81															
Locomotives or cars breaking down....	1	14															
Falling from trains, loco. or cars....	9	171															
Jumping on or off trains, loco. or cars....	1	137															
Struck by trains, locomotives or cars....	13	26	4	8	3	4	22	23	13	12	52	72	1	146	17	84	20
Overhead obstructions.....	1	27															
Handling traffic.....																	
Handling tools and machinery.....																	
Handling supplies, etc.....																	
Getting on or off loco. or cars at rest....																	
Other causes.....	6	379															
Totals.....	64	1,088	4	32	94	2,432	27	310	32	464	129	2,420	5	449	160	268	717
															</		

TABLE II B.
ACCIDENTS TO PERSONS BY ROADS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM MOVEMENT OF TRAINS,
LOCOMOTIVES OR CARS, IN STATE OF MINNESOTA, FOR YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD	EMPLOYEES												PASSENGERS				Total	
	Station Men			Shopmen			Trackmen			Other Employees			Employees Total		Killed	Injured	Killed	Injured
	Killed	Injured		Killed	Injured		Killed	Injured		Killed	Injured		Killed	Injured				
Minnesota & Manitoba Railway Co.																		
Canadian Northern Railway Co.																		
Chicago, Burlington & Quincy Railway Co.																		
Chicago Great Western Railway Co.																		
Chicago, Milwaukee & St. Paul Railway Co.																		
Chicago & North-Western Railway Co.																		
Chicago, St. Paul, Minneapolis & Omaha Railway Co.																		
Chicago, Rock Island & Pacific Railway Co.																		
Dubuque & Sioux City (Illinois Central)																		
Duluth & Non Range Railroad Co.																		
Duluth & Northern Minnesota Railway Company																		
Duluth & Northern Railway Co.																		
Duluth & North-Eastern Railway Co.																		
Duluth, Missabe & Northern Railway Co.																		
Duluth, St. Cloud, Glencoe & Mankato Railway Co.																		
Duluth, South Shore & Atlantic Railway Co.																		
Duluth, Rainy Lake & Winnipeg Railway Co.																		
Duluth Terminal Railway Co.																		
Duluth Belt Line																		
Eastern Railway of Minnesota																		
Great Northern Railway Co.																		
Green Bay & Western Railway Co.																		
Iowa Central Railway Co.																		
Mason City & Fort Dodge Railway Co.																		
Minneapolis & Rainy River Railway Company																		
Minneapolis, Red Lake & Manitoba Railway Co.																		
Minneapolis Eastern Railway Co.																		
Minneapolis & St. Louis Railroad Co.																		
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.																		
Minneapolis Western Railway Co.																		
Minnesota Transfer Co.																		
Minnesota & Great Northern Railway Co.																		
Minnesota & International Railway Company																		
Northern Pacific Railway Co.																		
Park Rapids & Leech Lake Railway Co.																		
Railway Transfer of Minneapolis																		
St. Paul, Minneapolis & Manitoba Railway Co.																		
Willmar & Sioux Falls Railway Co.																		
Winona Bridge Co.																		
Wisconsin Central Railway Co.																		
Wisconsin, Minnesota & Pacific Railway Co.																		
Totals	861	2	4151	3	2566	10	3571	151	1,114	10	4	14	4	24				

TABLE III.

STOCK AND DEBT, ENTIRE LINE, 1907, FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

NAME OF RAILROAD	Capital, Stock & Outstanding	Bonds	Equipment Trust Obligation	Total	Amount per mile of line	Mileage proportion for Minn.
Minnesota & Manitoba Railroad Co.	\$400,000.00	\$509,000.00	.....	\$909,000.00	\$22,860	\$998,982
Canadian Northern Railway Co.	30,750,000.00	39,974,346.70	.....	77,085,985.98	34,314	.....
Chicago & North-Western Railway Co.	124,421,985.53	165,214,000.00	\$6,311,618.60	299,935,685.53	38,492	\$25,031,348
Chicago, Burlington & Quincy Railroad Co.	110,839,100.00	168,690,000.00	.....	279,529,100.00	32,278	702,084
Chicago Great Western Railway Co.	107,092,026.00	.....	437,926.05	107,529,952.05	142,392	16,740,371
Chicago, Milwaukee & St. Paul Railway Co.	122,992,300.00	123,817,300.00	.....	246,809,600.00	36,058	48,389,086
Chicago, Rock Island & Pacific Railway Co.	75,000,000.00	170,871,000.00	6,500,000.00	252,371,000.00	31,707	12,087,412
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	34,050,126.62	29,600,800.00	.....	63,650,926.62	88,777	16,842,014
Dubuque & Sioux City (Illinois Central) Railroad Co.	11,759,500.00	17,775,832.68	.....	29,535,332.68	38,898	1,163,651
Dubuque & Iron Range Railroad Co.	3,000,000.00	11,232,000.00	.....	14,232,000.00	67,688	14,232,000
Duluth & Northeastern Railroad Co.	500,000.00	.....	.....	500,000.00	7,264	500,000
Duluth & Northern Minnesota Railway Co.	.....	.....	.....	200,000.00	2,602	200,000
Duluth Belt Line.	138,500.00	33,635.53	.....	172,135.53	.....	.....
Duluth, St. Cloud, Glencoe & Mankato Railway Co.	32,000.00	.....	.....	32,000.00	813	32,008
Duluth, Missabe & Northern Railway Co.	4,112,500.00	9,043,000.00	.....	13,155,500.00	53,790	13,155,500
Duluth, South Shore & Atlantic Railway Co.	22,000,000.00	23,000,000.00	558,311.92	45,558,311.92	78,408	.....
Duluth Terminal Railway Co.	50,000.00	175,000.00	.....	225,000.00	123,627	225,000
Duluth, Rainy Lake & Winnipeg Railway Co.	.....	.....	.....	25,700,000.00	46,707	21,985,919
Eastern Railway of Minnesota.	16,000,000.00	9,700,000.00	.....	25,700,000.00	.....	.....
Great Northern Railway Co.	149,577,500.00	107,613,000.00	.....	257,190,500.00	44,889	.....
Green Bay & Western Railway Co.	2,500,000.00	7,000,000.00	.....	10,100,000.00	54,133	.....
Iowa Central Railway Co.	14,199,454.82	12,990,294.91	.....	27,189,749.73	54,133	.....
Mason City & Fort Dodge Railroad Co.	32,841,152.00	12,000,000.00	.....	44,841,152.00	118,587	3,240,983
Minneapolis & Rainy River Railroad Co.	400,000.00	400,000.00	.....	800,000.00	13,240	800,000
Minneapolis & St. Louis Railroad Co.	10,000,000.00	24,795,900.00	47,788.12	34,843,688.12	55,184	20,940,672
Minneapolis Eastern Railway Co.	125,000.00	150,000.00	.....	275,000.00	93,537	275,000
Minneapolis, Red Lake & Manitoba Railway Co.	100,000.00	700,000.00	.....	800,000.00	23,581	800,000
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	21,000,000.00	53,615,000.00	1,948,394.97	76,563,394.97	33,834	18,335,600
Minneapolis Western Railway Co.	250,000.00	500,000.00	.....	750,000.00	443,787	750,000
Minnesota & Great Northern Railway Co.	500,000.00	2,145,000.00	.....	2,645,000.00	16,842	2,645,000
Minnesota & International Railway Co.	10,000.00	60,000.00	.....	60,000.00	1,056	60,000
Minnesota & North Wisconsin Railroad Co.	70,000.00	1,728,000.00	.....	1,798,000.00	132,792	1,798,000
Minnesota Transfer Railway Co.	.....	.....	.....	.....	.....	.....
Northern Pacific Railway Co.	155,000,000.00	186,667,100.00	30,276.00	449,316,376.00	57,801	59,752,940
Park Rapids & Leech Lake Railway Co.	300,000.00	500,000.00	.....	1,000,000.00	20,392	1,000,000
Railway Transfer Co. of Minneapolis.	300,000.00	.....	.....	300,000.00	.....	300,000
St. Paul, Minneapolis & Manitoba Railway Co.	20,000,000.00	94,865,909.09	.....	114,865,909.09	39,641	89,726,350
Willmar & Sioux Falls Railway Co.	7,000,000.00	3,646,000.00	.....	10,646,000.00	26,774	3,584,396
Winona Bridge Railway Co.	400,000.00	384,000.00	.....	784,000.00	761,165	372,971
Wisconsin Central Railway Co.	30,000,000.00	31,355,000.00	.....	61,355,000.00	62,889	1,326,489
Wisconsin, Minnesota & Pacific Railroad Co.	5,823,400.80	5,811,000.00	634,795.00	11,704,400.00	43,190	10,732,715
	\$1,124,004,344.97	\$1,436,801,358.91	\$16,475,105.62	\$2,567,340,709.50	1847,942	\$379,022,666

*N. P. and G. N. joint bonds.
†Average.

TABLE IIIA.

Page 25

STOCK AND DEBT, ENTIRE LINE, 1907, FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

NAME OF RAILROAD	Capital Stock Outstanding	Funded Debt Outstanding	Total	Amount per mile of road	Mileage proportion of stock and debt for Mnn.
Minnesota & Manitoba Railway Company	\$31,150,000.00	\$46,535,983.26	\$77,685,983.26	\$49,188.00	200,000.00
Canadian & Northern Railway Company	125,521,085.53	166,334,000.00	291,855,085.53	38,480.00	925,481,314.00
Chicago & North-Western Railway Company	110,839,100.00	108,690,000.00	219,529,100.00	32,278.00	762,084.00
Chicago, Burlington & Quincy Railroad Company	107,092,026.00	437,926.05	107,529,952.05	146,662.00	17,590,873.00
Chicago, Milwaukee & St. Paul Railway Company	132,992,300.00	125,817,500.00	258,809,800.00	30,083.00	43,389,086.00
Chicago, Rock Island & Pacific Railway Company	99,190,138.00	204,286,638.00	303,476,776.00	47,049.00	11,105,910.00
Chicago, St. Paul, Minneapolis & Omaha Railway Company	34,050,126.62	29,600,800.00	63,650,926.62	38,777.00	16,842,014.00
Dulouque & Sioux City Railroad (Illinois Central)	11,759,500.00	17,578,852.68	29,338,352.68	38,808.00	1,165,661.00
Duluth & Iron Range Railroad Company	3,000,000.00	11,282,000.00	14,282,000.00	67,088.00	14,232,000.00
Duluth & Northeastern Railroad Company	200,000.00		200,000.00	2,002.00	200,000.00
Duluth & Northern Minnesota Railway Company	32,900.00		32,900.00	813.00	32,900.00
Duluth, St. Cloud, Glenview & Mackato Railway Company	4,112,500.00	9,043,000.00	13,155,500.00	53,700.00	13,155,500.00
Duluth, Missabe & Northern Railway Company	22,000,000.00	23,535,311.92	45,535,311.92	78,408.00	
Duluth, South Shore & Atlantic Railway Company	50,000.00	17,000.00	67,000.00	123,627.00	225,000.00
Duluth Terminal Railway Company					
Duluth, Rainy Lake & Winnipeg Railway Company					
Eastern Railway of Minnesota					
Great Northern Railway Company	15,000,000.00		15,000,000.00		
Green Bay & Western Railway Company	15,000,000.00	13,543,294.01	28,543,294.01	58,118.00	
Iowa Central Railway Company					
Macon City & Ft. Dodge Railway Company					
Minneapolis & Rice Lake Railway Company	15,010,000.00	28,515,083.12	43,525,083.12	56,569.00	21,406,228.00
Minneapolis & St. Louis Railway Company	125,000.00	150,000.00	275,000.00	93,537.00	275,000.00
Minneapolis, Forest River & Comstock					
Minneapolis, Red Lake & Manitoba Railway Company	21,000,000.00	55,563,394.97	76,563,394.97	33,854.00	18,335,600.00
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	250,000.00	600,000.00	850,000.00	413,757.00	750,000.00
Minneapolis & Great Northern Railway Company	210,000.00	2,609,041.70	2,819,041.70	16,413.00	3,118,962.00
Minneapolis & International Railway Company	20,000.00	75,000.00	95,000.00		60,000.00
Minnesota & North Western Railway Company	70,000.00	1,725,000.00	1,795,000.00	122,792.00	1,795,000.00
Minnesota Transfer Railway Company	156,000,000.00	188,530,576.00	344,530,576.00	57,023.00	38,068,762.00
Northern Pacific Railway Company					
Park Rapids & Leech Lake Railway Company					
Railway Transfer of Minneapolis					
St. Paul, Minneapolis & Manitoba Railway Company	7,000,000.00	3,646,000.00	10,646,000.00	24,562.00	2,289,231.00
Willmar & Snow Falls Railway Company					
Wisconsin Bridge Railway Company	30,000,000.00	21,989,795.00	51,989,795.00	60,382.00	1,020,228.00
Wisconsin Central Railway Company	3,893,400.00	3,811,000.00	7,704,400.00	43,196.00	10,732,716.00
Wisconsin, Minnesota & Pacific Railway Company					
	\$632,092,830.97	\$1,430,137,595.61	\$2,062,230,426.58	*	*

* Addition would be misleading, owing to all roads not reporting.

TABLE IV.—CURRENT ASSETS
CASH AND CURRENT ASSETS AVAILABLE

Page 23

NAME OF RAILROAD	Cash	Bills Receivable
Minnesota & Manitoba Railroad Co.....		
Canadian Northern Railway Co.....	\$4,032,403.15	
Chicago, Burlington & Quincy Railroad Co.....	6,316,091.62	\$820,473.20
Chicago Great Western Railway Co.....	223,689.14	
Chicago, Milwaukee & St. Paul Railway Co.....	18,786,944.91	
Chicago & North-Western Railway Co.....	27,320,937.59	202,387.35
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	435,485.23	
Chicago, Rock Island & Pacific Railway Co.....	9,895,557.20	166,283.43
Dubuque & Sioux City (Illinois Central) Railroad Co.....		
Duluth & Iron Range Railroad Co.....	6,429,433.16	
Duluth & Northern Minnesota Railway Co.....		
Duluth & Northeastern Railroad Co.....	2,260.84	
Duluth, Missabe & Northern Railway Co.....	3,091,165.98	
Duluth, St. Cloud, Glencoe & Mankato Railway Co.....		
Duluth, South Shore & Atlantic Railway Co.....	106,227.70	
Duluth, Rainy Lake & Winnipeg Railway Co.....	124,610.36	
Duluth Terminal Railway Co.....		
Duluth Belt Line.....	1,220.59	
Eastern Railway of Minnesota.....		10,000.00
Great Northern Railway Co.....	19,807,930.04	4,252,194.04
Green Bay & Western Railroad Co.....	41,932.00	
Iowa Central Railway Co.....	423,258.49	905.00
Mason City & Fort Dodge Railroad Co.....		
Minneapolis & Rainy River Railway Co.....	7,698.21	
Minneapolis, Red Lake & Manitoba Railway Co.....		820.35
Minneapolis Eastern Railway Co.....	13,773.53	
Minneapolis & St. Louis Railroad Co.....	639,017.89	1,821.50
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.....	2,682,030.88	4,041.05
Minneapolis Western Railway Co.....	1,226.97	
Minnesota Transfer Railway Co.....	4,175.12	
Minnesota & Great Northern Railway Co.....		
Minnesota & International Railway Co.....	208,391.36	464,041.70
Minnesota & North Wisconsin Railroad Co.....		
Northern Pacific Railway Co.....	11,899,998.16	25,045.23
Park Rapids & Leech Lake Railway Co.....		
Railway Transfer Co. of Minneapolis.....	8,182.29	
St. Paul, Minneapolis & Manitoba Railway Co.....		
Willmar & Sioux Falls Railway Co.....	49,044.20	
Winona Bridge Railway Co.....	18,460.85	
Wisconsin Central Railway Co.....	1,717,668.28	
Wisconsin, Minnesota & Pacific Railroad Co.....	66,648.19	
	\$114,355,463.93	\$5,948,012.85

*Includes all items.

AND LIABILITIES.

FOR PAYMENT OF CURRENT LIABILITIES.

Due from Agents	Due from Solvent Com- panies and Individuals	Net Traffic Balance Due from Other Companies	Other Cash Assets (Exclud- ing Materials and Supplies)	Total Cash and Current Assets	Materials and Supplies On Hand
.....	\$1,937,315.03	.....	\$4,871,038.94	\$10,840,757.12	\$539,077.77
.....	4,611,797.02	924,746.69	39,940.92	12,716,505.58	6,013,344.17
\$3,456.13	1,565,296.18	.....	.....	2,165,078.59	1,185,352.10
376,093.27	579,254.62	548,133.32	713,595.15	22,327,695.59	5,989,939.11
1,699,767.59	175,483.39	.....	502,584.06	31,169,722.70	4,515,027.62
2,966,330.31	96,771.21	.....	.....	946,058.61	1,033,530.19
413,802.17	5,287,786.53	.....	.....	17,599,205.21	4,238,048.48
2,249,578.05	5,657.85	.....	243.62	5,901.67	.....
.....	413,442.98	.....	.....	6,947,486.96	514,179.26
104,610.82	.....	.....	.....	144,275.91	.....
144,275.91	.....	272.00	5,345.21	8,424.89	.....
545.94	.....	.....	.....	7,663,397.63	540,431.83
.....	187,466.40	4,384,765.25	.....	.....	.....
.....
112,523.41	251,280.17	.....	.....	470,031.28	285,921.00
34,448.72	123,583.31	1,641.32	33,496.95	317,780.66	25,145.80
.....	88,253.40	.....	.....	88,253.40	.....
.....	.....	.....	1,200.00	2,420.59	.....
.....	.....	.....	.....	10,000.00	.....
3,009,247.99	3,947,330.56	.....	.....	31,016,702.63	5,885,179.77
12,910.66	14,088.86	11,586.14	161,929.22	242,446.88	5,764.86
43,248.27	236,118.05	.....	46,670.58	750,200.39	271,606.70
.....	54,553.98	.....	.....	54,553.98	.....
.....	52,706.18	.....	.....	60,404.39	32,164.18
.....	.....	153.06	343.33	1,316.74	5,427.40
.....	492.73	9,220.08	.....	23,486.34	385.07
150,913.82	4,083,575.86	.....	1,242,988.78	6,118,317.85	535,135.97
640,362.39	599,090.22	353,557.42	.....	4,279,081.96	1,488,596.78
.....	21,061.06	.....	.....	22,288.03	1,398.00
.....	5,483.83	.....	.....	9,658.95	.....
.....	.....	.....	.....	.....	205.62
4,560.39	65,173.68	3,281.79	1,102.30	746,551.22	32,887.80
.....
871,352.77	5,871,347.31	.....	19,641,440.61	38,309,184.08	5,889,931.12
.....	11,656.75	.....	.....	11,656.75	.....
.....	24,864.00	.....	.....	33,046.29	.....
.....	.....	.....	30,663.17	30,663.17	.....
.....	86,017.31	.....	.....	135,061.51	69,405.26
.....	.....	2,767.41	.....	21,228.26	.....
540,287.02	98,468.66	.....	24,722.09	2,381,146.05	634,335.23
.....	.....	.....	.....	66,648.19	.....
\$13,380,315.63	\$30,495,417.13	\$0,240,125.38	\$27,317,305.13	\$197,736,640.05	\$39,733,024.09

TABLE IV A.—CURRENT ASSETS AND LIABILITIES.

Page 23

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.

NAME OF RAILROAD	Receiv- ers Cer- tificates	Loans and Bills Payable	Audited Vouchers and Accounts	Wages and Salaries	Net Traffic Balances due to other Companies
Minnesota & Manitoba Railway Company.....			\$540,374.66	\$530,519.54	\$855,012.56
Canadian Northern Railway Company.....			2,006,406.80	2,599,610.77	941,246.87
Chicago & North-Western Railway Company.....			4,581,084.22	2,934,930.94	
Chicago, Burlington & Quincy Railroad Company.....		\$2,000,000.00	1,105,172.90	455,678.25	336,503.20
Chicago, Great Western Railway Company.....		1,025,000.00	3,251,144.75	2,641,845.19	
Chicago, Milwaukee & St. Paul Railway Company.....			2,679,712.13	2,427,312.24	90,446.69
Chicago, Rock Island & Pacific Railway Company.....		16,350,309.76	591,709.33	475,562.78	208,925.80
Dubuque & Sioux City Railroad (Illinois Central).....			126,234.94	218,836.66	
Duluth & Iron Range Railroad Company.....		274,000.00		3,932.76	4,643.95
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....			904,500.68		
Duluth Belt Line.....		33,635.53			
Duluth, St. Cloud, Glencoe & Mankato Railway Company.....		455,614.13			
Duluth, Missabe & Northern Railway Company.....			527,593.80	281,000.20	7,055.37
Duluth, South Shore & Atlantic Railway Company.....		4,592,171.29	231,740.05	191,661.98	4,713.68
Duluth, Terminal Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....		226,041.90	2,570,120.27	99,677.74	
Eastern Railway of Minnesota.....			246,234.55	1,854.37	
Great Northern Railway Company.....			3,956,857.66	2,692,469.02	1,338,902.80
Green Bay & Western Railway Company.....			34,156.57	18,427.07	
Iowa Central Railway Company.....		1,632,500.00	108,502.63	92,306.24	
Mason City & Ft. Dodge Railway Company.....			47,375.52	38,825.96	
Minneapolis & Rainy River Railway Company.....		620,000.00	286,158.07	156,278.48	
Minneapolis & St. Louis Railroad Company.....			8,927.92	1,233.00	
Minneapolis Eastern Railway Company.....		18,850.43			237.91
Minneapolis, Red Lake & Manitoba Railway Company.....			1,595,734.24	627,419.51	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....			15,235.76	1,846.19	
Minneapolis Western Railway Company.....			2.98	28.42	
Minnesota & Great Northern Railway Company.....			198,044.41	33,447.23	
Minnesota & International Railway Company.....			565,868.74		
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....			7,132,835.05	3,253,135.70	56,734.70
Northern Pacific Railway Company.....					
Park Rapids & Leech Lake Railway Company.....					
Railway Transfer of Minnesota.....				3,713.76	23,730.54
St. Paul, Minneapolis & Manitoba Railway Company.....		20,154.87		1,608.30	
Willmar & Sioux Falls Railway Company.....		1,004,097.20		84,259.58	
Winona Bridge Railway Company.....		450.85			
Wisconsin Central Railway Company.....			425,879.38	337,533.36	90,707.57
Wisconsin, Minnesota & Pacific Railway Company.....			413,092.28		
		\$27,223,123.04	\$35,565,430.57	\$20,166,128.46	\$3,048,861.64

TABLE IV A.—Cont.
CURRENT ASSETS AND LIABILITIES—CURRENT LIABILITIES—ACCRUED TO AND INCLUDING JUNE 30, 1907.

NAME OF RAILROAD	Dividends Not Called For	Matured Interest Coupons Unpaid (Including Coupons Due July 1)	Rents Due July 1	Miscellaneous	Total
Minnesota & Manitoba Railway Company.....	.....	.....	.....	.....	\$2,247,211.96
Canadian Northern Railway Company.....	.....	.....	.....	\$31,405.30	9,806,430.21
Chicago & North-Western Railway Company.....	\$3,878.25	\$288,532.52	\$3,000.00	3,963,655.00	11,925,272.99
Chicago, Burlington & Quincy Railroad Company.....	3,460.00	2,243,068.50	.....	168,134.83	2,930,389.35
Chicago Great Western Railway Company.....	.....	8,035.00	.....	.....	8,847,353.94
Chicago, Milwaukee & St. Paul Railway Company.....	31,929.00	2,728,935.00	.....	.....	24,581,941.89
Chicago, Rock Island & Pacific Railway Company.....	7,007.07	2,935,410.00	16,724.00	775,020.00	3,004,064.97
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,046,826.00	85,495.75	10,624.07	584,831.24	.....
Dubuque & Sioux City Railroad (Illinois Central).....	2,746.30	9,817.50	.....	.....	6,275.40
Duluth & Iron Range Railroad Company.....	.....	41,850.00	.....	118,352.58	509,418.13
Duluth & Northeastern Railroad Company.....	.....	.....	.....	61,009.93	338,942.69
Duluth Belt Line.....	.....	.....	.....	.....	904,500.68
Duluth, St. Cloud, Glencoe & Mankato Railway Company.....	.....	.....	.....	.....	33,633.53
Duluth, Missabe & Northern Railway Company.....	.....	.....	.....	.....	455,614.13
Duluth, South Shore & Atlantic Railway Company.....	.....	.....	.....	.....	860,358.37
Duluth Terminal Railway Company.....	.....	44,700.00	.....	.....	5,020,257.00
Duluth, Rainy Lake & Winnipeg Railway Company.....	.....	.....	.....	.....	.....
Eastern Railway of Minnesota.....	.....	.....	.....	.....	2,895,839.91
Great Northern Railway Company.....	.....	5,150.00	.....	.....	253,238.92
Green Bay & Western Railway Company.....	22.75	.....	1,298,487.16	86,261.97	9,246,730.39
Iowa Central Railway Company.....	729.00	8,146.00	.....	134,420.05	120,845.61
					1,976,692.92

Page 23 TABLE IV A.—Cont.
CURRENT ASSETS AND LIABILITIES—CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.

NAME OF RAILROAD	Dividends Not Called For	Matured Interest Coupons Unpaid Including Coupons Due July 1	Rents Due July 1	Miscellaneous	Total
Mason City & Ft. Dodge Railway Company.....	38,895.96
Minneapolis & Rainy River Railway Company.....	611,505.85	659,381.67
Minneapolis & St. Louis Railroad Company.....	87,763.75	.....	415,964.31	1,566,144.61
Minneapolis Eastern Railway Company.....	71,585.23	81,746.14
Minneapolis, Red Lake & Manitoba Railway Company.....	58,333.33	.....	5,660.73	83,082.89
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	1,164.50	1,015,580.00	.....	269,535.47	-3,509,433.72
Minneapolis Western Railway Company.....	12,500.00	.....	.....	29,581.94
Minnesota & Great Northern Railway Company.....	81.40
Minnesota & International Railway Company.....	215,776.43	447,938.07
Minnesota & North Wisconsin Railway Company.....	1,250.00	.....	.....	566,618.74
Minnesota Transfer Railway Company.....	9,658.95	9,658.95
Northern Pacific Railway Company.....	2,714,354.50	1,136,274.25	.....	7,848,157.80	22,141,422.00
Park Rapids & Leech Lake Railway Company.....	5,602.00	11,656.76	11,656.76
Railway Transfer of Minneapolis.....	33,043.29
St. Paul, Minneapolis & Manitoba Railway Company.....	2,160.00	.....	.....	30,663.17
Willmar & Sioux Falls Railway Company.....	25.00	.....	.....	1,160,506.78
Winona Bridge Railway Company.....	511,755.00	.....	.....	475.36
Wisconsin Central Railway Company.....	4,929.77	1,370,805.28
Wisconsin, Minnesota & Pacific Railway Company.....	413,592.28
	\$8,812,117.87	\$10,511,365.60	\$1,204,437.23	\$15,353,521.57	\$117,909,935.48

TABLE V.
COST OF ROAD AND EQUIPMENT, WHOLE LINE AND PROPORTION FOR MINNESOTA, TO JUNE 30, 1907.

NAME OF RAILROAD	Cost of Construction and Equipment		Cost per Mile	Proportional cost of same in Minn. on a mileage basis
	To June 1906	To June 1907		
Minnesota & Manitoba Railroad Co.....	.....	.....	.....	.....
Canadian Northern Railway Co.....	869,858,965	379,546,334	\$31,702	.....
Chicago & North Western Railway Co.....	333,900,687	948,904,818	28,414	\$31,078,932
Chicago, Burlington & Quincy Railroad Co.....	387,755,290	345,231,500	39,870	.....
Chicago Great Western Railway Co.....	74,018,451	78,314,893	101,056	.....
Chicago, Milwaukee & St. Paul Railway Co.....	250,854,080	827,148,727	35,120	43,485,166
Chicago, Rock Island & Pacific Railway Co.....	149,718,071	196,185,644	37,778	.....
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	41,385,084	69,409,611	38,017	16,811,708
Dubuque & Sioux City (Illinois Central) Railroad Co.....	29,879,260	29,879,260	31,068	.....
Dubuque & Sioux Range Railroad Co.....	17,968,239	19,858,135	91,593	10,368,135
Duluth & Northeastern Railroad Co.....	698,805	850,542	12,337	.....
Duluth & Northern Minnesota Railroad Co.....	593,519	1,104,501	14,370	1,104,501
Duluth Belt Line.....	93,945	.....	93,945	.....
Duluth, St. Cloud, Glencoe & Mankato Railway Co.....	18,981,087	485,389	46,973	498,945
Duluth, Missabe & Northern Railway Co.....	46,173,143	22,276,239	12,403	.....
Duluth, South Shore & Atlantic Railway Co.....	.....	46,624,896	91,091	22,378,239
Duluth, Terminal Railway Co.....	386,541	400,485	80,344	.....
Duluth, Ramo Lake & Winnipeg Railway Co.....	1,947,694	3,138,171	230,047	.....
Eastern Railway of Minnesota.....	27,681,851	30,905,313	73,143	400,485
Great Northern Railway Co.....	11,611,716	15,648,151	.....	.....
Green Bay & Western Railroad Co.....	10,094,087	10,087,087	44,743	.....
Iowa Central Railway Co.....	26,334,510	26,377,476	52,516	52,745
Mason City & Fort Dodge Railroad Co.....	44,645,643	44,845,424	118,598	3,242,334
Minneapolis & Remy River Railway Co.....	976,576	1,330,874	25,101	1,330,874
Minneapolis & St. Louis Railroad Co.....	29,917,686	30,104,576	47,678	17,793,563
Minneapolis Eastern Railway Co.....	375,131	375,131	92,583	275,131
Minneapolis, Red Lake & Manitoba Railway Co.....	417,587	802,959	23,969	802,959
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.....	61,301,956	69,238,052	23,499	17,378,923
Minneapolis Western Railway Co.....	752,167	752,167	445,070	752,167
Minnesota & Great Northern Railway Co.....	2,387,311	607,526	14,785	607,526
Minnesota & International Railway Co.....	822,934	2,418,410	15,399	2,418,410
Minnesota & North Wisconsin Railroad Co.....	1,636,147	801,234	14,489	801,234
Minnesota Transfer Railway Co.....	341,638,541	1,831,745	134,545	1,831,745
Northern Pacific Railway Co.....	1,032,473	365,684,164	.....	.....
Park Rapids & Leech Lake Railway Co.....	.....	1,039,838	21,001	1,039,838
Railway Transfer Company of Minneapolis.....	129,370,063	159,356,665	33,590	.....
St. Paul, Minneapolis & Manitoba Railway Co.....	9,399,816	9,494,570	31,904	.....
Willmar & Sioux Falls Railway Co.....	789,305	789,305	784,315	.....
Winona Bridge Railway Co.....	53,021,994	53,308,708	49,275	2,455,003
Wisconsin Central Railway Co.....	11,996,286	13,133,392	43,717	11,112,566
Wisconsin, Minnesota & Pacific Railroad Co.....	.....	.....	.....	.....
*Average.	\$2,075,235,766	\$2,177,530,386	*\$40,133	\$231,987,059

TABLE

Page 31

INCOME ACCOUNT OF OPERATING ROADS

NAME OF RAILROAD	Gross Earnings	Operating Expenses	Income from Operation
Minnesota & Manitoba R. R. Co.....			
Canadian Northern Ry. Co.....	\$8,250,198.08	\$5,375,701.26	\$2,974,496.82
Chicago & North-Western Ry. Co.....	68,878,931.32	44,789,025.33	24,089,905.99
Chicago, Burlington & Quincy R. R. Co.....	81,705,307.33	58,184,494.99	23,520,812.34
Chicago Great Western Ry. Co.....	8,897,481.21	7,075,395.77	1,822,085.44
Chicago, Milwaukee & St. Paul Ry. Co.....	60,548,554.45	39,400,410.14	21,148,144.31
Chicago, Rock Island & Pacific Ry. Co.....	55,538,487.45	38,566,096.21	16,972,391.24
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	14,042,848.78	9,171,115.81	4,871,732.97
Dubuque & Sioux City (Ill. Cent.) Ry. Co.....	5,825,897.02	4,058,767.88	1,767,129.14
Duluth & Iron Range R. R. Co.....	8,171,484.00	3,274,320.66	4,897,163.34
Duluth & Northeastern R. R. Co.....	166,439.64	147,614.53	18,825.11
Duluth & Northern Minnesota Ry. Co.....	243,100.46	221,877.19	21,223.27
Duluth Belt Line.....	7,903.18	5,385.85	2,517.33
Duluth, St. Cloud, Glencoe & Manakto Ry. Co.....	4,375.31	3,700.22	675.09
Duluth, Missabe & Northern Ry. Co.....	10,981,893.61	4,215,170.34	6,766,723.27
Duluth, South Shore & Atlantic Ry. Co.....	3,311,878.06	2,320,857.89	991,020.17
Duluth Terminal Ry. Co.....	45,876.09	28,447.34	17,428.75
Duluth, Rainy Lake & Winnipeg Ry. Co.....	408,295.47	246,860.28	156,435.19
Eastern Ry. of Minnesota.....			
Great Northern Ry. Co.....	50,208,035.10	29,446,866.30	20,761,168.80
Green Bay & Western R. R. Co.....	648,103.64	403,094.56	245,009.08
Iowa Central Ry. Co.....	3,216,246.72	2,156,834.05	1,059,412.67
Mason City & Fort Dodge R. R. Co.....	1,956,996.16	1,190,349.47	766,646.69
Minneapolis & Rainy River Ry. Co.....	165,123.60	152,474.40	12,649.20
Minneapolis & St. Louis R. R. Co.....	4,152,953.97	2,558,543.41	1,594,411.56
Minneapolis Eastern Ry. Co.....	56,580.70	26,453.75	30,076.95
Minneapolis, Red Lake & Manitoba Ry. Co...	37,375.98	43,998.95	*6,622.99
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.....	12,948,047.75	7,597,595.20	5,350,452.55
Minneapolis Western Ry. Co.....	49,597.65	39,342.77	10,354.88
Minnesota & Great Northern Ry. Co.....			
Minnesota & International Ry. Co.....	644,213.54	369,058.97	275,154.57
Minnesota & North Wisconsin R. R. Co.....	129,861.76	91,723.21	38,138.55
Minnesota Transfer Ry. Co.....	43,234.65	723,228.78	*679,989.13
Northern Pacific Ry. Co.....	68,447,453.65	37,601,938.12	30,845,515.53
Park Rapids & Leach Lake Ry. Co.....			
Railway Transfer Co. of Minneapolis.....	166,659.00	150,319.49	16,339.51
St. Paul, Minneapolis & Manitoba Ry. Co.....			
Willmar & Sioux Falls Ry. Co.....	2,027,611.53	1,355,052.03	672,559.50
Winona Bridge Ry. Co.....	29,579.53	2,851.35	26,728.18
Wisconsin Central Ry. Co.....	7,640,633.49	4,796,242.01	2,844,441.48
Wisconsin, Minnesota & Pacific R. R. Co.....	736,417.20	423,231.51	313,185.69
	\$480,423,672.06	\$306,212,334.02	\$174,897,950.16

*Deficit.

Deficit in income from operation of \$686,612.12 added to total "Income from Operation" will balance first three columns.

Of the total deficit of \$1,104,073.96, \$417,461.84, which is total deficit outside of \$686,612.12 shown in column headed "Income from Operation," added to "Total Income" column.

By deducting \$10,000 dividend on common stock paid by the Minneapolis Eastern Railway, from "Total Dividends on Common Stock" before deducting total dividends paid from net income, the result will be as shown in total "Surplus from Operation, 1907."

VI.

FOR YEAR ENDING JUNE 30, 1907.

Total income including income from other sources, as stocks, bonds, etc.	Interest on Funded Debt Account	Interest on Current Liabilities accrued	Rentals paid	Taxes	Total deductions from income including other deductions
\$2,974,496.82	\$1,660,535.62		\$223,960.00	\$48,462.39	\$1,933,008.01
26,236,056.86	7,749,186.67	\$931.26	54,074.45	2,464,733.94	10,495,491.20
23,964,074.50	7,298,776.92			2,814,057.06	10,822,143.90
1,851,831.36	18,881.92	437,523.51		216,000.00	672,861.43
23,216,880.59	5,942,140.00			2,286,096.67	8,727,067.34
18,857,683.85	6,617,469.34	910,645.76	1,100,730.64	1,588,869.32	10,254,891.47
5,107,823.01	1,557,291.00			633,979.40	2,196,709.81
1,767,129.14	790,931.94			161,668.95	1,130,330.02
5,040,813.82	606,600.00			330,080.45	1,604,916.49
18,825.11		7,438.28		8,177.40	21,773.40
21,223.27		27,058.51		5,087.09	32,145.60
2,517.38		3,481.96			3,481.96
675.09					
6,903,912.08	487,150.00			488,133.93	1,165,225.86
1,004,674.40	859,700.00	30,227.51		170,282.84	1,060,210.35
17,428.75	10,500.00	8,928.75			14,428.75
162,992.42				17,381.27	17,381.27
23,860,809.34		337,483.13	4,080,285.76	1,882,699.31	11,235,444.42
265,898.78	30,000.00			21,667.03	51,667.03
1,216,341.47	596,100.00	66,791.69	22,300.00	88,849.06	773,940.75
766,646.69	480,000.00			60,000.00	540,000.00
12,649.20	20,000.00	9,278.51		5,395.86	34,673.87
1,828,246.81	1,213,910.97		5.00	176,624.58	1,390,540.55
30,076.95	10,500.00			2,306.18	220,391.40
*6,632.99	35,000.00			2,650.97	37,950.97
5,402,529.41	2,088,015.00			705,823.63	2,793,843.63
10,354.88	25,000.00			1,933.91	27,846.13
295,072.72	107,250.00			26,608.87	139,397.90
33,188.55	3,250.00	18,540.00		2,991.22	24,781.22
*679,989.13	78,180.00			1,149.80	79,309.30
\$3,049,112.74	7,015,995.01		160,469.30	2,898,719.00	9,575,188.31
16,339.51				6,664.42	6,664.42
681,608.74	182,300.00			97,705.26	317,121.64
26,728.18	19,200.00			1,529.93	20,729.93
2,901,312.87	1,119,273.30	7,645.07		313,283.37	1,818,757.20
313,185.69	231,990.00			27,802.56	259,792.56
\$186,862,890.88	\$46,855,107.59	\$1,860,979.94	\$5,641,725.15	\$17,007,269.67	\$79,499,603.59

TABLE VI.

Page 31

INCOME ACCOUNT OF OPERATING ROADS FOR

NAME OF RAILROAD	Net Income	Deficit	Dividends on Com- mon Stock	Dividends on Prefer- red Stock
Minnesota & Manitoba R. R. Co.				
Canadian Northern Ry. Co.	\$1,041,488.81			
Chicago & North-Western Ry. Co.	15,740,565.66		\$6,118,677.50	\$1,791,600.00
Chicago, Burlington & Quincy R. R. Co.	13,141,930.60		7,758,737.00	
Chicago Great Western Ry. Co.	1,178,969.93			1,611,829.00
Chicago, Milwaukee & St. Paul Ry. Co.	13,489,812.75		4,938,286.50	3,479,063.00
Chicago, Rock Island & Pacific Ry. Co.	8,602,702.88		4,116,728.00	8,568.00
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	2,910,613.20		1,298,916.50	787,976.00
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	636,799.12		470,380.00	
Duluth & Iron Range R. R. Co.	3,435,897.33			
Duluth & Northeastern R. R. Co.		\$2,948.29		
Duluth & Northern Minnesota Ry. Co.		10,922.83		
Duluth Belt Line		964.68		
Duluth, St. Cloud, Glencoe & Mankato Ry. Co.	675.09			
Duluth, Missabe & Northern Ry. Co.	5,738,686.17			
Duluth, South Shore & Atlantic Ry. Co.		55,635.95		
Duluth Terminal Ry. Co.	3,000.00		3,000.00	
Duluth, Rainy Lake & Winnipeg Ry. Co.	145,611.15			
Eastern Ry. of Minnesota				
Great Northern Ry. Co.	12,625,364.92		10,469,661.65	
Green Bay & Western R. R. Co.	214,231.75		125,000.00	
Iowa Central Ry. Co.	442,300.72			
Mason City & Fort Dodge R. R. Co.	226,646.69			
Minneapolis & Rainy River Ry. Co.		22,024.67		
Minneapolis & St. Louis R. R. Co.	437,706.26			200,000.00
Minneapolis Eastern Ry. Co.		190,314.46	10,000.00	
Minneapolis, Red Lake & Manitoba Ry. Co.		44,573.96		
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	2,608,685.78		554,012.00	484,687.00
Minneapolis Western Ry. Co.		17,491.25		
Minnesota & Great Northern Ry. Co.				
Minnesota & International Ry. Co.	155,674.82			
Minnesota & North Wisconsin R. R. Co.	13,357.33			
Minnesota Transfer Ry. Co.		759,298.43		
Northern Pacific Ry. Co.	23,473,929.43		10,850,000.00	
Park Rapids & Leech Lake Ry. Co.				
Railway Transfer Co. of Minneapolis	9,675.09		9,675.09	
St. Paul, Minneapolis & Manitoba Ry. Co.				
Willmar & Sioux Falls Ry. Co.	364,487.10		490,000.00	
Winona Bridge Ry. Co.	5,998.25			
Wisconsin Central Ry. Co.	1,082,455.67			
Wisconsin, Minnesota & Pacific R. R. Co.	53,393.13			
	\$107,780,749.13	\$1,104,073.96	\$47,212,974.24	\$3,368,753.00

*Turned over to M. & St. L.

—Cont.

YEAR ENDING JUNE 30, 1907.—(Continued.)

Surplus from Oper- ation 1907	Deficit from Oper- ation 1907	Surplus from Oper- ations 1906	Deficit from Oper- ations 1906	Addition for the year	Deduction for the year	Total Sur- plus on June 30, 1907	Total De- ficit on June 30, 1907
\$1,041,488.81		\$1,628,110.12				\$2,669,598.93	
7,820,388.16		13,956,820.30				21,787,208.46	
5,882,193.60		41,649,536.94				47,032,730.54	
	\$432,859.07	419,979.97		\$280,039.82		267,160.72	
5,072,463.25		33,789,997.76				38,862,461.01	
4,477,466.38		15,831,037.39		976,205.06	3,670,827.07	17,113,881.73	
823,720.70		3,032,490.16				3,856,210.86	
166,412.12			\$241,190.51	10.00			\$74,761.89
3,435,297.33		3,402,023.06			1,005,427.44	5,832,497.95	
	2,948.29	26,845.88				23,400.59	
	10,922.33	155,198.24				144,275.91	
	964.63	1,915.13				950.50	
675.09						675.09	
5,738,686.17		5,720,687.06		506.34	1,388,579.76	10,071,309.51	
	55,535.95		2,616,756.32				2,672,292.27
145,611.15		339,046.54				485,257.69	
2,155,703.27		23,598,165.81			1,982,149.62	23,766,719.46	
89,231.75		177,539.88			75,000.00	191,771.63	
442,390.72		2,077,314.04		3,294.08		2,522,908.84	
226,646.69					226,646.69		35,939.01
237,706.26	22,024.67		13,914.34				
		1,482,401.62			241,538.37	1,478,769.51	
	200,314.45	142,570.71					57,743.74
	44,573.96		12,644.84				57,218.80
1,569,986.73		5,413,109.58			800,000.00	6,183,096.36	
	17,491.25	11,104.99					6,886.26
155,674.82		296,883.29				452,558.11	
13,257.33		180,098.37				193,365.70	
12,623,929.43		19,936,979.40		18,169,980.58	6,135,182.88	44,595,707.03	
	125,512.90	376,455.63				250,942.72	
5,998.35		20,059.32				26,057.57	
1,082,455.67		863,159.99			93,238.58	1,852,377.08	
53,593.13					53,393.13		
\$52,772,393.86	\$913,147.50	\$174,024,499.14	\$2,884,506.01	\$19,430,096.48	\$15,671,763.64	\$229,661,893.80	\$2,904,841.47

TABLE

Page 43

OPERATING EXPENSES, ENTIRE LINES, FOR YEAR ENDING

NAME OF RAILROAD	Repairs to Roadways	Renewal of Rails	Renewal of Ties	Repairs and Renewals of Bridges and Culverts
Minnesota & Manitoba Railroad Co.	\$337,009.21	\$2,218.65	\$180,527.36	\$88,385.79
Canadian Northern Railway Co.	5,089,590.43	520,241.03	1,054,197.23	798,098.61
Chicago & North-Western Railway Co.	7,251,357.97	743,937.93	1,390,742.83	2,000,352.40
Chicago, Burlington & Quincy R. R. Co.	594,451.42	8,324.72	99,504.53	48,333.41
Chicago Great Western Railway Co.	3,182,894.52	340,115.36	544,545.80	719,048.94
Chicago, Milwaukee & St. Paul Ry. Co.	4,288,520.60	386,310.10	1,032,178.01	1,043,490.38
Chicago, Rock Island & Pacific Ry. Co.	976,745.57	155,191.39	205,997.69	239,043.82
Chicago, St. Paul, Mpls. & O. Ry. Co.	357,974.29	81,975.60	39,437.09	144,603.48
Dubuque & Sioux City R. R. (Ill. Cent.)	351,739.96	108,780.41	89,666.70	29,955.53
Duluth & Iron Range Railroad Co.	29,993.75	.....	1,613.33	2,701.99
Duluth & Northeastern Railroad Co.	57,152.41	900.56	.....	1,746.61
Duluth & Northern Minnesota Ry. Co.	1,613.99	.....	.....	.....
Duluth Belt Line.....	.....	.....	.....	.....
Duluth, St. Cloud, G. & M. Ry. Co.	585,610.29	127,157.68	81,151.67	50,481.23
Duluth, Missabe & Northern Ry. Co.	377,176.06	6,006.97	44,202.80	31,330.41
Duluth, South Shore & Atlantic Ry. Co.	6,331.96	7.77	8,611.15	13,111.14
Duluth Terminal Railway Co.	32,343.50	11.40	1,114.18	829.92
Duluth, Rainy Lake & Winnipeg Ry. Co. ....	.....	.....	.....	.....
Eastern Railway of Minnesota.....	.....	.....	.....	.....
Great Northern Railway Co.	5,159,754.79	284,351.82	505,210.80	516,254.51
Green Bay & Western Railroad Co.	61,371.43	32,000.00	32,000.00	8,690.81
Iowa Central Railway Co.	217,941.02	4,793.68	85,638.50	43,575.10
Mason City & Ft. Dodge R. R. Co.	125,097.53	171.32	14,152.57	12,456.15
Minneapolis & Rainy River Ry. Co.	259,839.25	9,680.32	85,756.07	33,865.04
Minneapolis & St. Louis Railroad Co.	2,854.23	399.28	392.52	3,336.57
Minneapolis Eastern Railway Co. ....	.....	.....	.....	.....
Minneapolis, Red Lake & Man. Ry. Co.	856,403.43	3,454.09	154,139.33	153,117.57
Minneapolis, St. P. & S. S. M. Ry. Co.	3,168.58	13.89	869.63	593.33
Minneapolis Western Railway Co. ....	.....	.....	.....	.....
Minnesota & Great Northern Ry. Co.	73,275.41	2,146.06	15,227.53	4,900.50
Minnesota & International Railway Co.	16,776.98	.....	.....	431.93
Minnesota & North Wisconsin R. R. Co.	24,054.75	7,182.16	5,007.19	910.61
Minnesota Transfer Railway Co.	5,947,186.84	329,258.60	786,415.63	664,105.32
Northern Pacific Railway Co. ....	.....	.....	.....	.....
Park Rapids & Leech Lake Railway Co. ....	.....	*10,772.38	.....	.....
Railway Transfer Co. of Minneapolis..	.....	.....	.....	.....
St. Paul, Minneapolis & Man. Ry. Co.	232,773.17	1616.85	32,553.22	42,010.73
Willmar & Sioux Falls Railway Co.	95.50	.....	.....	2,373.85
Winona Bridge Railway Co.	392,553.10	34,599.74	115,889.65	118,444.11
Wisconsin Central Railway Co.	65,866.00	155.03	33,332.04	16,538.56
Wisconsin, Minnesota & P. R. R. Co. ....	.....	.....	.....	.....
	\$37,443,968.27	\$3,149,248.40	\$6,640,170.15	\$6,822,861.27

*Includes first five items.

†Deduct.

VII.

JUNE 30, 1907.—MAINTENANCE OF WAY AND STRUCTURES.

Repairs and Renewals of Fences, Etc.	Repairs and Renewals of Buildings and Fixtures	Repairs and Renewals of Docks and Wharves	Repairs and Renewals of Telegraph	Stationery and Printing	Other Expenses	Total
\$6,790.67	\$98,159.89	\$591.88	\$18,918.15	\$1,348.39	\$60.27	\$1,228,957.26
217,919.75	708,480.50	897,837.64	40,902.86	11,781.27	3,061.26	8,831,610.58
280,851.08	1,908,783.05	839.64	274,916.92	2,466.73		13,858,648.55
23,746.01	52,394.67		5,578.28	8,631.51	7,667.51	848,782.11
178,099.74	787,562.89	24,357.16	51,085.13	3,307.79	946,867.97	6,777,835.60
200,915.80	747,638.02	5,974.98	131,186.69	14,153.51	1,800.50	7,836,668.59
44,353.98	117,343.76	2,986.54	15,462.50	1,350.30		1,758,375.55
23,001.30	80,031.74		4,042.10	2,566.02	982.06	684,568.53
8,889.99	75,657.56	285,686.09	28,398.37	2,377.88	28,650.95	959,803.44
34.99	1,124.95		1,074.59			38,548.53
	1,058.36		681.43			61,539.36
						1,613.99
16,153.13	127,732.64	194,666.65	10,891.69	898.58	242,484.13	1,486,727.63
6,862.71	35,417.23	13,237.23	2,832.14	445.90	124.25	517,525.70
11.19			199.92			25,273.18
24.40	1,536.48		1,487.00	3.00	3.40	27,363.28
77,859.30	621,865.39	34,588.01	52,825.02	11,607.70		7,264,267.34
893.53	6,346.11		722.99	1,042.04		133,566.91
17,600.45	22,428.22		2,536.85	381.44		394,895.26
5,666.08	9,353.92		1,199.63	247.11	1,315.70	169,317.41
					50,202.48	50,202.48
15,901.56	32,092.42		2,475.83	569.18	124.89	439,744.59
	571.68					7,054.28
			285.14		10,517.47	10,802.61
21,595.17	184,623.89	79,433.79	40,509.55	891.67	978.60	1,495,147.09
	96.69				1,154.05	5,886.17
242.38	4,863.13	7226.93	1,380.72			101,955.65
				46.85		19,805.80
444.83	1,639.92		512.19			48,600.85
2,115.75	9,330.39					9,069,535.75
202,197.91	948,970.03	126,091.82	55,559.61	9,799.94		10,908.21
	135.33					366,958.46
9,469.41	33,786.44		1,280.16	702.18		2,469.35
						843,192.14
21,117.29	108,351.63	15,433.84	4,911.01	1,485.00	80,566.77	127,729.59
3,988.04	3,819.34	909.51		263.87	2,852.70	
\$1,386,746.34	\$6,781,096.27	\$1,181,357.35	\$736,301.45	\$76,312.36	\$1,323,764.96	\$65,446,326.32

TABLE

Page 43

OPERATING EXPENSES, ENTIRE LINES, FOR YEAR END

NAME OF RAILROAD	Superintendence	Repairs and Renewals of Locomotives	Repairs and Renewals of Passenger Cars
Minnesota & Manitoba Railroad Co.....			
Canadian Northern Railway Co.....	\$41,502.53	\$432,959.03	\$73,827.70
Chicago & North-Western Railway Co.....	178,994.43	2,394,785.60	622,669.45
Chicago, Burlington & Quincy Railroad Co.....	317,345.22	5,103,090.82	1,254,903.16
Chicago Great Western Railway Co.....	12,622.93	556,522.55	83,052.90
Chicago, Milwaukee & St. Paul Railway Co.....	108,358.92	2,590,947.29	832,390.39
Chicago, Rock Island & Pacific Railway Co.....	253,645.61	2,914,877.97	703,674.55
Chicago, St. Paul, Minneapolis & Omaha Ry. Co..	90,975.72	589,311.27	119,833.74
Dubuque & Sioux City Railroad (Illinois Cent.)..	12,050.35	249,120.08	75,674.19
Duluth & Iron Range Railroad Co.....	15,322.21	234,716.20	15,346.68
Duluth & Northeastern Railroad Co.....	1,784.90	7,059.33	220.11
Duluth & Northern Minnesota Railway Co.....	1,560.00	24,033.45	
Duluth Belt Line.....	21.80		724.57
Duluth, St. Cloud, Glencoe & Mankato Ry. Co..			
Duluth, Missabe & Northern Railway Co.....	20,778.29	194,643.11	21,044.64
Duluth, South Shore & Atlantic Railway Co.....	11,846.30	102,955.07	37,183.23
Duluth Terminal Railway Co.....			
Duluth, Rainy Lake & Winnipeg Railway Co....	2,541.72	36,706.06	1,179.18
Eastern Railway of Minnesota.....			
Great Northern Railway Co.....	94,404.01	2,289,531.79	723,012.89
Green Bay & Western Railroad Co.....	1,830.00	13,794.13	3,915.07
Iowa Central Railway Co.....	6,522.85	175,612.28	19,060.53
Mason City & Ft. Dodge Railroad Co.....	2,793.99	78,498.60	19,613.04
Minneapolis & Rainy River Railway Co.....			
Minneapolis & St. Louis Railroad Co.....	7,002.56	142,195.90	53,920.52
Minneapolis Eastern Railway Co.....		1,558.52	
Minneapolis, Red Lake & Manitoba Railway Co..		3,477.65	433.66
Minneapolis, St. Paul & S. Ste. Marie Ry. Co..	7,782.65	597,240.31	175,500.42
Minneapolis Western Railway Co.....		2,825.96	
Minnesota & Great Northern Railway Co.....			
Minnesota & International Railway Co.....		15,577.09	2,643.20
Minnesota & North Wisconsin Railroad Co.....		11,997.23	
Minnesota Transfer Railway Co.....		26,858.66	
Northern Pacific Railway Co.....	140,419.37	2,173,666.43	458,507.77
Park Rapids & Leech Lake Railway Co.....			
Railway Transfer Co. of Minneapolis.....		4,441.58	
St. Paul, Minneapolis & Manitoba Railway Co..			
Willmar & Sioux Falls Railway Co.....	6,028.13	68,099.57	4,747.52
Winona Bridge Railway Co.....			
Wisconsin Central Railway Co.....	14,252.90	283,187.55	90,266.05
Wisconsin, Minnesota & Pacific Railroad Co....	1,815.22	10,453.28	4,785.25
	\$1,352,152.61	\$21,289,744.21	\$5,399,037.76

VII A.

ING JUNE 30, 1907.—MAINTENANCE OF EQUIPMENT.

Repairs and Renewals of Freight Cars	Repairs and Renewals of Work Cars	Repairs and Renewals of Marine Equipment	Repairs and Renewals of Shop Machinery and Tools	Stationery and Printing	Other Expenses	Total
\$181,002.23	\$22,267.77		\$35,897.21	\$1,752.09	\$58,591.06	\$852,799.62
4,880,198.07	85,878.28	\$1,198.08	210,702.18	18,408.24	330,789.18	8,673,573.46
7,455,706.26	369,465.24		360,083.01	26,969.60	120,111.34	15,007,673.15
504,244.84			27,098.96	9,864.59	92,584.88	1,285,989.65
4,505,838.73	73,867.60		224,920.10	15,812.77	238,131.28	8,589,757.08
2,178,385.30	118,878.00	2,772.90	211,731.21	27,871.82	96,372.86	6,503,210.22
657,386.08	23,014.09		46,873.06	1,885.66	73,428.16	1,602,207.98
492,743.32	9,839.43		26,402.54	2,116.93	29,898.62	897,840.46
349,104.25	4,002.70		26,847.35	1,626.37	47,453.46	694,419.22
17,021.46	302.88		577.56	10.13	949.11	37,875.48
24,887.40	24.74		687.77			51,143.86
						746.37
478,626.24	34,884.57		27,094.64	2,376.80	17,710.22	797,168.51
124,178.04	6,206.47		8,517.98	696.85	10,162.64	301,751.63
	41.71					41.71
33,263.12	74.66		2,075.65	34.66	1,169.82	77,044.87
1,924,814.61	231,027.25		86,095.86	9,092.36	33,787.84	5,348,566.61
20,965.38	1,897.19		2,353.32	416.26	10,687.42	55,846.82
128,791.01	3,536.85		10,089.36	670.61	4,555.78	349,139.27
75,007.67			6,405.45	686.42	5,514.91	188,520.08
					29,946.60	29,946.60
237,384.09	12,418.63		9,870.20	604.63	5,204.70	458,692.32
716.92						3,275.44
1,817.29						5,728.60
542,687.16	26,581.85		47,919.79	3,961.11	38,462.68	1,440,085.97
994.12						3,820.08
13,306.27	1,746.15			16.85	454.33	33,642.89
8,884.83	572.80		658.71		461.65	22,670.22
3,114.08						29,972.69
2,572,213.38	190,066.37	1,898.74	104,230.50	4,689.70	10,491.47	5,651,128.73
1,650.65						6,092.23
60,638.07	3,887.11		412.55	553.27	306.09	144,173.81
863,354.54	15,188.74		24,988.42	1,600.37	17,017.78	812,851.33
13,544.42			1,937.31	268.38	1,693.85	43,497.71
\$27,792,374.78	\$1,232,666.08	\$5,809.67	\$1,505,358.78	\$131,486.67	\$1,276,263.61	\$59,084,794.17

Page 43

TABLE

OPERATING EXPENSES, ENTIRE LINE, FOR YEAR END

NAME OF RAILROAD	Superintendence	Engine and Round House Men	Fuel for Locomotives	Water Supply for Locomotives
Minnesota & Manitoba R. R. Co.				
Canadian Northern Ry. Co.	\$134,451.67	\$466,133.02	\$984,535.73	\$56,107.50
Chicago & North-Western Ry. Co.	505,725.12	4,880,010.81	6,218,724.01	302,456.94
Chicago, Burlington & Quincy R. R. Co.	1,084,067.90	4,565,116.08	6,049,215.12	358,436.13
Chicago Great Western Ry. Co.	29,453.52	676,106.45	1,079,702.57	57,300.58
Chicago, Milwaukee & St. Paul Ry. Co.	423,503.44	4,064,235.28	5,325,673.33	215,278.16
Chicago, Rock Island & Pacific Ry. Co.	917,825.96	3,560,039.36	5,316,399.70	287,689.64
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	208,517.08	1,546,515.00	989,366.91	51,459.52
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	89,130.06	393,403.89	391,700.43	24,965.83
Duluth & Iron Range R. R. Co.	19,786.11	275,309.00	413,308.45	17,668.27
Duluth & Northeastern R. R. Co.	3,846.24	11,209.20	23,738.24	1,607.33
Duluth & Northern Minnesota Ry. Co.	3,000.00	20,169.09	40,312.91	689.18
Duluth Belt Line	3,438.52			
Duluth, St. Cloud, Glencoe & Mankato Ry. Co.	340.00	658.55	402.08	222.22
Duluth, Missabe & Northern Ry. Co.	19,007.42	287,132.26	444,001.38	17,368.33
Duluth, South Shore & Atlantic Ry. Co.	45,929.12	244,531.35	373,277.27	13,026.51
Duluth Terminal Ry. Co.				
Duluth, Rainy Lake & Winnipeg Ry. Co.	4,317.71	31,039.27	43,829.75	1,802.53
Eastern Ry. of Minnesota				
Great Northern Ry. Co.	517,073.90	2,408,067.76	4,778,881.33	164,936.92
Green Bay & Western R. R. Co.	1,985.00	35,764.48	65,608.06	1,673.73
Iowa Central Ry. Co.	43,988.75	256,923.11	301,277.72	17,889.37
Mason City & Fort Dodge R. R. Co.	6,519.33	129,925.43	248,666.95	10,626.49
Minneapolis & Rainy River R. R. Co.				
Minneapolis & St. Louis R. R. Co.	42,779.08	203,815.21	342,243.76	11,245.45
Minneapolis Eastern Ry. Co.		3,047.23	3,650.96	273.08
Minneapolis, Red Lake & Manitoba Ry. Co.			11,505.66	
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	131,836.81	692,204.53	1,263,267.19	56,473.59
Minneapolis Western Ry. Co.		3,934.82	7,013.01	248.31
Minnesota & Great Northern Ry. Co.				
Minnesota & International Ry. Co.	7,230.31	34,119.48	65,937.71	1,632.11
Minnesota & North Wisconsin R. R. Co.	750.00	8,370.63	20,311.42	586.15
Minnesota Transfer Ry. Co.		51,368.69	90,714.37	2,919.75
Northern Pacific Ry. Co.	547,905.11	3,783,500.70	5,967,953.15	234,057.28
Park Rapids & Leech Lake Ry. Co.				
Railway Transfer Co. of Minneapolis	1,740.00	11,026.20	14,135.97	290.88
St. Paul, Minneapolis & Manitoba Ry. Co.				
Willmar & Sioux Falls Ry. Co.	25,582.63	97,000.21	240,692.78	7,941.99
Winona Bridge Ry. Co.				
Wisconsin Central Ry. Co.	106,597.82	497,294.57	708,745.05	31,580.45
Wisconsin, Minnesota & Pacific R. R. Co.	4,235.51	45,466.69	66,687.09	3,148.76
	\$4,934,817.07	\$29,283,938.15	\$41,741,370.00	\$1,951,337.93

VII B.

ING JUNE 30, 1907.—CONDUCTING TRANSPORTATION.

Oil, Tallow and Waste for Locomotives	Other Sup- plies for Locomotives	Train Service	Train Sup- plies and Expenses	Switchmen, Flagmen and Watchmen	Telegraph Expenses	Station Service	Station Supplies
\$31,725.10	\$15,895.68	\$384,389.81	\$102,724.77	\$110,527.80	\$87,705.61	\$325,988.17	\$31,785.94
175,759.73	97,096.32	3,548,825.60	720,226.59	1,979,061.51	813,084.05	3,072,563.98	315,531.86
107,763.36	141,066.55	2,740,231.75	842,524.53	2,024,767.26	1,056,701.07	3,002,783.10	317,204.45
33,244.05	10,081.21	452,386.62	104,154.46	227,314.81	155,594.01	431,784.34	31,257.60
137,967.31	69,005.13	2,772,058.75	584,850.23	1,834,398.06	439,619.78	3,092,153.90	219,079.24
163,835.62	119,765.98	2,899,479.33	723,872.36	1,366,489.43	782,228.88	1,955,105.69	182,295.55
26,498.60	15,253.75	690,951.20	145,175.66	326,583.92	213,835.68	630,467.84	55,800.09
18,032.08	5,095.32	269,051.04	90,006.64	122,720.36	97,814.19	215,617.91	23,642.43
10,218.61	3,546.84	167,637.38	18,072.12	119,759.68	46,939.29	294,785.64	17,827.01
633.22	321.57	7,088.57	534.05	6,455.09	1,538.78	3,359.15	534.61
2,125.59	178.34	24,882.56	247.02	238.10	.....	.....	222.61
14.85	106.12	506.05	.....	.....	.....	486.00	.....
12,633.21	4,180.51	241,690.84	27,339.46	114,150.94	28,394.01	426,756.06	24,915.47
7,303.40	4,141.25	186,737.46	41,741.19	72,970.13	44,936.26	117,349.93	10,330.03
.....	.....	.....	.....	.....	.....	73.80	3.70
1,773.66	1,056.56	25,768.70	1,213.03	314.75	1,699.34	3,664.02	333.41
92,762.74	65,804.06	1,572,982.80	491,977.67	833,019.77	584,668.33	1,315,423.00	101,392.10
1,425.48	.....	24,356.44	2,589.23	8,470.45	3,176.40	24,148.06	2,624.11
8,762.30	7,816.50	156,376.54	23,306.15	40,347.78	38,290.86	88,592.31	8,487.57
6,279.88	1,569.97	93,285.57	14,623.00	25,529.40	27,718.76	63,575.03	7,774.77
8,032.42	4,293.66	141,878.74	37,711.37	71,282.58	40,350.50	138,142.83	13,061.11
110.01	.....	9.18	.....	4,275.12	.....	.....	.....
384.54	.....	2,621.24	.....	.....	14.96	2,197.48	49.09
32,138.36	21,963.47	569,434.09	113,298.58	123,981.57	142,152.23	357,888.91	29,092.49
447.46	20.92	.....	.....	6,913.38	42.00	2,596.27	107.93
946.05	386.53	31,296.74	4,028.04	4,018.93	8,033.77	18,118.97	2,668.98
461.19	185.53	5,659.61	1,396.55	.....	1,080.00	1,286.68	.....
2,059.48	1,079.87	.....	.....	102,225.53	4,584.31	304,168.62	5,116.09
144,828.23	80,067.51	2,465,277.97	583,920.37	1,220,475.06	865,651.30	2,155,902.24	177,261.74
678.30	.....	.....	.....	24,656.60	.....	2,800.00	241.33
4,202.36	3,380.21	75,809.44	11,352.74	22,128.70	27,343.89	71,963.53	7,714.14
12,544.67	7,956.12	368,092.15	71,915.00	186,959.97	123,798.30	374,657.46	31,150.13
1,583.35	301.97	37,841.62	4,287.80	8,283.80	11,656.49	32,990.34	2,809.40
\$1,080,093.21	\$682,167.44	\$19,456,657.79	\$4,765,118.14	\$10,988,632.48	\$5,598,861.15	\$18,526,861.25	\$1,610,339.88

TABLE

Page 45

OPERATING EXPENSES, ENTIRE LINES, FOR THE YEAR

NAME OF RAILROAD	Switching charges Balance	Car per diem (and Mileage)	Hire of Equipment Balance	Loss and Damage
Minnesota & Manitoba R. R. Co.....				
Canadian Northern Ry. Co.....		\$193,346.57	*\$98.00	\$35,657.54
Chicago & North-Western Ry. Co.....	\$506,842.15			646,149.51
Chicago, Burlington & Quincy R. R....	801,942.49	416,581.27	*48,270.87	894,931.53
Chicago Great Western Ry. Co.....				143,044.81
Chicago, Milwaukee & St. Paul Ry....	322,058.34	374,901.98		634,782.08
Chicago, Rock Island & Pacific Ry....	33,833.11	243,755.26		873,807.68
Chi., St. Paul, Minneapolis & Omaha.				113,264.62
Dubuque & Sioux City (Ill. Cent.)....		265,351.60		44,468.47
Duluth & Iron Range R. R. Co.....	3,941.26	12,383.43		4,651.67
Duluth & Northeastern R. R. Co.....		5,686.83		4,430.33
Duluth & Northern Minnesota Ry....		1,751.40	384.30	1,413.14
Duluth Belt Line.....				
Duluth, St. Cloud, Glencoe & Mankato.			74.05	18.91
Duluth, Missabe & Northern Ry. Co....	30,118.68	18,077.04		4,779.15
Duluth, South Shore & Atlantic Ry....	18,965.21	41,894.82		7,087.72
Duluth Terminal Ry. Co.....				
Duluth, Rainy Lake & Winnipeg Ry....		8,142.75		181.97
Eastern Ry. of Minnesota.....				
Great Northern Ry. Co.....		293,732.74	74,603.52	564,436.68
Green Bay & Western R. R. Co.....				1,944.41
Iowa Central Ry. Co.....	23,528.06			51,864.91
Mason City & Fort Dodge R. R. Co....	47,585.77		20,530.10	24,040.52
Minneapolis & Rainy River Ry. Co....				49,206.48
Minneapolis & St. Louis R. R. Co....	4,280.14			
Minneapolis Eastern Ry. Co.....		.60		
Minneapolis, Red Lake & Manitoba....			1,265.26	6.16
Mpls., St. Paul & Sault Ste. Marie....	3,357.36		7,264.34	112,414.31
Minneapolis Western Ry. Co.....		24.35		14.48
Minnesota & Great Northern Ry. Co....				
Minnesota & International Ry. Co....	16.50	18,423.71	*1,914.56	4,795.28
Minnesota & North Wisconsin R. R....				
Minnesota Transfer Ry. Co.....				5,978.07
Northern Pacific Ry. Co.....		1,048,953.23	41,204.04	512,111.94
Park Rapids & Leach Lake Ry. Co....				
Railway Transfer Co. of Minneapolis..		*40.25	5,320.00	47.95
St. Paul, Minneapolis & Manitoba Ry.				
Willmar & Sioux Falls Ry. Co.....		37,821.76	26,415.18	17,256.63
Winona Bridge Ry. Co.....				
Wisconsin Central Ry. Co.....	6,775.16			88,183.90
Wisconsin, Minnesota & Pacific R. R..	10,479.31		422.66	10,702.18
	\$1,813,733.44	\$2,980,789.09	\$130,128.82	\$4,852,572.13

*Deduct.

VII B.—Cont.

ENDING JUNE 30, 1907.—CONDUCTING TRANSPORTATION.

Injuries to person	Clearing Wrecks	Operating Marine Equipment	Advertising	Outside Agencies	Commissions	Stock Yards and Elevators
\$13,131.75	\$47,257.35		\$21,403.02	\$38,313.95		
680,597.30	89,289.10	\$2,292.61	351,850.11	602,492.34	\$18,318.87	\$62,815.59
386,114.84	142,601.52		259,368.68	698,134.31		
147,717.69	14,502.72		51,197.13	256,917.72		15,418.89
458,114.54	72,930.85		231,913.71	563,423.83		64,576.18
674,238.58	131,292.44	16,644.25	327,887.22	666,965.69		
135,119.44	14,702.11		17,827.95	140,624.00	2,286.67	25,754.10
62,162.54	3,286.12		13,226.89	55,892.12	1,026.40	
27,561.87	5,739.56		2,181.08			
632.00	2,238.66					
86.07	1,516.73					
			27.00			
65,642.48	9,849.49	14,815.84	837.39			
29,811.63	5,773.76	37,632.16	4,124.23	27,591.90	14,886.02	
8,402.94	756.75		63.25			
792,603.02	180,464.31		99,003.37	352,011.03	6,907.09	
434.12			308.60	556.48		
55,913.17	3,083.55		2,617.03	45,000.63		
13,008.80				18,724.02		832.50
165,838.39	4,988.17		6,526.76	52,748.72		
901.50						
115.53						
216,583.40	22,228.18	76,216.82	26,985.15	99,452.88		8,205.10
1,825.34	189.10					
3,720.70	2,937.49		343.09			
4,970.93	414.48			10,567.05		
39,108.08	1,237.87			421,131.38		
523,912.69	205,442.95	50,878.53	103,779.65			
5,194.80						
28,166.73	4,556.79		680.59	18,851.92		
59,842.92	20,013.65		20,550.37	173,661.48		
1,935.47	1,043.36			3,565.27		
\$4,635,008.82	\$988,287.07	\$198,480.21	\$1,542,787.27	\$4,253,526.71	\$43,425.05	\$177,103.42

Page 45
TABLE VIIB—Continued.
OPERATING EXPENSES, ENTIRE LINES, FOR YEAR ENDING JUNE 30, 1907—CONDUCTING TRANSPORTATION.

NAME OF RAILROAD	Rent for Tracks, Yards & Terminals	Rent of Buildings and other property	Stationery and Printing	Other Expenses'	Total
Minnesota & Manitoba Railroad Co.	\$3,061.00	\$40,687.65	\$82,774.03	\$126,522.68
Canadian Northern Railway Co.	\$148,968.99	20,257.35	5,224.63	174,451.00
Chicago & North-Western Railway Co.	1,167,052.77	253,687.58	10,983.16	1,531,723.51
Chicago, Burlington & Quincy Railroad Co.	424,830.15	38,841.81	86,772.38	540,444.34
Chicago, Great Western Railway Co.	451,538.26	196,691.78	146,246.97	794,476.91
Chicago, Milwaukee & St. Paul Railway Co.	1,565,379.23	302,687.29	21,758.16	1,889,824.68
Chicago, Rock Island & Pacific Railway Co.	126,637.81	84,231.68	.....	210,869.49
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	99,153.93	36,432.96	4,447.63	139,634.52
Drumque & Sioux City (Illinois Central) Railroad Co.	40,036.31	7,484.03	14,783.90	62,304.24
Duluth & Iron Range Railroad Co.	444.74	96.72	541.46
Duluth & Northeastern Railroad Co.	289.64	349.28	638.92
Duluth & Northern Minnesota Railway Co.
Duluth Belt Line.	927.20	85.25	1,012.45
Duluth, St. Cloud, Glace & Marquette Railway Co.	13,584.84	8,787.89	22,372.73
Duluth, Missabe & Northern Railway Co.	7,948.18	16,461.43	1,727.02	26,136.63
Duluth, South Shore & Atlantic Railway Co.	2,072.48	.....	.....	2,072.48
Duluth Terminal Railway Co.	1,710.09	161.81	1,871.90
Duluth, Rainy Lake & Winnipeg Railway Co.
Eastern Railway of Minnesota.
Great Northern Railway Co.	391,087.49	106,398.26	43,041.92	540,527.67
Green Bay & Western Railroad Co.	8,684.30	1,362.17	1,256.54	11,303.01
Iowa Central Railway Co.	32,052.90	15,893.18	78,817.09	126,763.17
	977.61	.....	.....	977.61

Page 45
 TABLE VIIB—Continued.
 OPERATING EXPENSES, ENTIRE LINES, FOR YEAR ENDING JUNE 30, 1907—CONDUCTING TRANSPORTATION.

NAME OF RAILROAD	Rent for Tracks, Yards & Terminals	Rent of Buildings and other property	Stationery and Printing	Other Expenses	Total
Mason City & Fort Dodge Railroad Co.	52,079.66	.....	494.22	3,771.90	817,762.97
Minneapolis & Rainy River Railroad Co.	.....	.....	.....	66,021.60	66,021.60
Minneapolis & St. Louis Railroad Co.	66,257.26	1,567.33	29,242.53	94,329.86	1,528,531.33
Minneapolis Eastern Railway Co.	150.00	.....	.....	.....	12,417.03
Minneapolis, Red Lake & Manitoba Railway Co.	.....	.....	290.66	.....	13,650.63
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	251,416.80	.....	46,080.26	21,068.43	4,423,894.41
Minneapolis Western Railway Co.	2,419.76	49.88	130.90	3,639.96	29,067.86
Minnesota & Great Northern Railway Co.	.....	.....	.....	.....	.....
Minnesota & International Railway Co.	3,447.00	300.00	1,692.68	267.88	212,447.39
Minnesota & North Wisconsin Railroad Co.	.....	.....	.....	89.72	45,552.79
Minnesota Transfer Railway Co.	1,405.00	.....	7,454.59	1,810.05	634,729.12
Northern Pacific Railway Co.	485,127.76	6,374.72	144,865.41	39,273.39	21,810,916.35
Park Rapids & Leech Lake Railway Co.	.....	.....	.....	.....	.....
Railway Transfer Company of Minneapolis.	66,113.00	.....	257.27	921.00	133,318.05
St. Paul, Minneapolis & Manitoba Railway Co.	.....	.....	.....	.....	.....
Willmar & Sioux Falls Railway Co.	74,589.72	1,769.58	6,161.83	1,902.02	816,285.37
Winona Bridge Railway Co.	.....	12,040.70	22,473.48	.....	2,925,142.35
Wisconsin Central Railway Co.	.....	.....	1,127.17	156.75	248,083.43
Wisconsin, Minnesota & Pacific Railroad Co.	.....	.....	.....	.....	.....
	\$5,512,942.66	\$284,626.36	\$1,708,670.57	\$740,548.82	\$170,453,804.44

Page 45

TABLE

OPERATING EXPENSES, ENTIRE LINES, FOR YEAR

NAME OF RAILROAD	Salaries of General Officers	Salaries of Clerks and Attendants
Minnesota & Manitoba Railroad Co.....		
Canadian Northern Railway Co.....		\$107,339.81
Chicago & North-Western Railway Co.....	\$276,861.37	414,712.84
Chicago, Burlington & Quincy Railroad Co.....	406,844.22	808,986.54
Chicago Great Western Railway Co.....	119,973.59	148,497.63
Chicago, Milwaukee & St. Paul Railway Co.....	282,645.60	479,606.08
Chicago, Rock Island & Pacific Railway Co.....	391,201.28	478,616.34
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	102,673.85	89,146.21
Dubuque & Sioux City (Illinois Central) Railroad Co.....	24,347.20	43,094.32
Duluth & Iron Range Railroad Co.....	33,197.71	17,420.00
Duluth & Northeastern Railroad Co.....		1,191.65
Duluth & Northern Minnesota Railway Co.....		1,200.00
Duluth Belt Line.....		
Duluth, St. Cloud, Glencoe & Mankato Railway Co.....	300.00	
Duluth, Missabe & Northern Railway Co.....	27,959.96	21,218.53
Duluth, South Shore & Atlantic Railway Co.....	24,444.99	31,341.10
Duluth Terminal Railway Co.....		
Duluth, Rainy Lake & Winnipeg Railway Co.....	1,375.00	
Eastern Railway of Minnesota.....		
Great Northern Railway Co.....	174,889.39	383,118.19
Green Bay & Western Railroad Co.....	11,400.00	6,041.25
Iowa Central Railway Co.....	47,806.15	31,393.28
Mason City & Fort Dodge Railroad Co.....		
Minneapolis & Rainy River Railway Co.....		
Minneapolis & St. Louis Railroad Co.....	52,060.94	33,313.95
Minneapolis Eastern Railway Co.....	249.98	3,625.00
Minneapolis, Red Lake & Manitoba Railway Co.....	5,800.00	1,260.00
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.....	66,894.47	71,226.90
Minneapolis Western Railway Co.....		300.00
Minnesota & Great Northern Railway Co.....		
Minnesota & International Railway Co.....	9,747.68	7,823.00
Minnesota & North Wisconsin Railroad Co.....	750.00	1,368.72
Minnesota Transfer Railway Co.....	3,500.04	2,068.33
Northern Pacific Railway Co.....	239,526.38	350,947.87
Park Rapids & Leech Lake Railway Co.....		
Railway Transfer Co. of Minneapolis.....		
St. Paul, Minneapolis & Manitoba Railway Co.....		
Willmar & Sioux Falls Railway Co.....	5,231.72	16,598.63
Winona Bridge Railway Co.....		300.00
Wisconsin Central Railway Co.....	51,591.47	66,406.31
Wisconsin, Minnesota & Pacific Railroad Co.....		
	\$2,861,178.41	\$3,619,762.48

*Included in second item.

†Deduct.

VII C.

ENDING JUNE 30, 1907.—GENERAL EXPENSES.

General Office Expenses and Supplies	Insurance	Law Expenses	Stationery and Printing General Office	Other Expenses	Total
\$15,741.59	\$26,665.24		\$8,087.17	\$37,415.51	\$196,449.88
144,600.58	26,883.21	\$88,829.49	44,125.06	184,448.56	1,180,461.96
106,071.71	357,849.67	373,915.43	75,313.89	122,087.35	3,049,568.71
52,967.82	32,800.00	47,170.86	4,315.76	67,975.32	478,700.99
42,491.14	162,665.39	88,689.64	79,472.26	117,779.20	1,250,349.31
131,241.87	210,361.28	192,918.35	72,139.95	66,257.82	1,542,786.89
14,510.94	21,424.86	11,881.89	5,175.39	14,370.26	258,983.40
9,005.35	12,251.86	11,411.04	4,773.25	15,004.94	126,887.46
2,365.99	21,937.04	4,832.88	3,678.81	5,185.30	88,517.73
101.13	3,943.44	2,838.51	199.87		8,274.59
	8,495.50	488.00	243.11	311.90	10,738.51
68.93					368.93
2,238.80	25,642.44	6,230.22	3,671.21	60,967.03	148,928.19
4,194.89	8,508.31	7,307.13	3,011.33	2,550.66	81,353.41
	30.00			25.00	55.00
3,867.22	4,652.48	75.64	829.99	420.42	11,220.75
73,918.70	170,615.42	116,835.41	47,435.78	28,336.81	995,150.20
490.12	2,575.04	1,143.90	228.04	5,869.38	27,677.78
2,422.69	10,116.81	6,658.16	4,455.22	8,179.22	111,031.53
	6,600.00	2,492.63	1,317.94	4,388.44	14,749.01
				6,303.72	6,303.72
3,042.97	16,974.96	7,242.22	5,758.07	12,788.06	131,274.17
751.29			80.15		4,706.40
676.37	1,080.74				8,817.11
20,994.76	23,220.76	39,947.55	6,936.89	4,246.40	238,467.78
	56.00	23.00		89.66	468.66
816.95	1,657.33	185.21	1,200.79	1,867.85	21,013.04
518.23	486.81	540.05	130.59		3,794.40
	1,325.61	2,027.14			9,921.12
63,811.58	144,074.69	111,748.58	59,000.99	101,247.20	1,070,857.29
		1.00			1.00
1,481.80	5,147.24	5,054.74	1,996.26	124.00	35,634.39
	77.50			4.50	382.00
19,847.51	3,000.00	33,801.89	19,630.49	21,278.61	215,056.19
	2,575.00	780.28	125.24	484.26	3,920.78
\$720,070.87	\$1,236,182.12	\$1,058,576.75	\$453,932.40	\$587,616.59	\$10,327,321.62

TABLE VII D.
OPERATING EXPENSES, ENTIRE LINES, FOR THE YEAR ENDING JUNE 30, 1907.—RECAPITULATION OF EXPENSES.

NAME OF RAILROAD	Maintenance of Way and Structures	Maintenance of Equipment	Conducting Transportation	General Expenses	Grand Total	Percentage of Expenses to Earnings
Minnesota & Manitoba Railroad Co.	\$1,228,957.26	\$852,799.33	\$3,097,495.06	\$196,449.32	\$5,375,701.36	64.37
Canadian Northern Railway Co.	8,831,610.58	8,673,573.48	26,103,875.33	1,180,461.96	44,789,085.33	65.03
Chicago & North-Western Railway Co.	13,853,648.55	15,007,673.15	27,273,604.58	2,049,568.71	58,184,494.99	71.31
Chicago Great Western Railway Co.	848,732.11	1,285,989.65	4,486,978.02	473,700.99	7,075,395.77	75.53
Chicago, Milwaukee & St. Paul Railway Co.	6,777,885.60	8,589,757.08	22,732,468.15	1,350,349.31	39,400,410.14	69.07
Chicago, Rock Island & Pacific Railway Co.	7,836,668.59	6,503,210.32	22,633,480.51	1,542,736.89	38,566,096.31	69.44
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	1,758,376.55	1,602,207.98	5,551,548.88	158,983.40	9,171,115.81	65.31
Dubuque & Sioux City Railroad Co.	684,563.58	897,840.49	2,349,479.38	186,857.48	4,058,787.88	69.37
Duluth & Iron Range Railroad Co.	959,803.44	694,419.32	1,581,580.37	88,517.73	3,274,380.68	40.07
Duluth & Northeastern Railroad Co.	36,548.53	27,875.48	74,915.93	8,974.59	147,814.53	88.97
Duluth & Northern Minnesota Railway Co.	61,559.36	51,143.36	98,455.98	10,788.51	221,877.19	91.37
Duluth Belt Line	1,613.99	746.37	8,438.52	.....	5,798.88	.....
Duluth, St. Cloud, Glencoe & Mankato Railway Co.	1,436,797.63	797,103.51	3,831.24	368.98	3,700.32	84.57
Duluth, Missabe & Northern Railway Co.	517,595.70	301,751.53	1,832,345.01	148,923.19	4,215,170.34	33.38
Duluth, South Shore & Atlantic Railway Co.	28,273.13	41.71	1,420,227.15	81,362.41	2,890,857.89	70.08
Duluth, Terminal Railway Co.	27,363.28	77,044.37	131,231.38	55.00	38,447.84	69.01
Duluth, Rainy Lake & Winnipeg Railway Co.	.....	.....	.....	11,280.75	246,860.28	61.21
Eastern Railway of Minnesota	.....	.....	.....	.....	.....	.....
Great Northern Railway Co.	7,264,267.34	5,843,566.61	15,848,892.15	995,150.20	29,446,866.30	58.55
Green Bay & Western Railroad Co.	138,566.91	55,846.82	181,003.10	27,677.73	408,094.56	63.68
Iowa Central Railway Co.	394,895.26	349,139.27	1,301,767.99	111,081.53	2,156,884.05	67.06
Madison City & Ft. Dodge Railroad Co.	169,817.41	188,520.08	817,769.97	14,749.01	1,190,349.47	57.65
Minneapolis & Ramsey River Railroad Co.	50,202.48	29,946.60	66,021.60	6,303.72	153,474.40	92.33
Minneapolis & St. Louis Railroad Co.	439,744.59	458,692.32	1,528,831.33	131,374.17	2,568,542.41	61.61
Minneapolis Eastern Railway Co.	7,054.28	2,276.44	12,417.63	4,706.40	26,453.75	46.79
Minneapolis, Red Lake & Manitoba Railway Co.	10,802.61	6,723.60	18,650.63	8,817.11	43,998.95	117.70
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	1,495,147.09	1,440,085.97	4,423,894.41	238,467.73	7,597,595.20	58.70
Minneapolis Western Railway Co.	5,886.17	3,320.08	29,067.86	468.65	39,343.77	79.13
Minnesota & Great Northern Railway Co.	.....	.....	.....	.....	.....	.....
Minnesota & International Railway Co.	101,955.65	33,642.39	212,447.39	31,013.04	369,058.97	57.20
Minnesota & North Wisconsin Railroad Co.	19,805.80	22,670.22	45,559.79	3,794.40	91,733.31	70.63
Minnesota Transfer Railway Co.	48,600.85	29,972.69	634,729.12	9,921.13	738,933.78	1675.10
Northern Pacific Railway Co.	9,069,535.75	5,651,128.73	21,810,916.35	1,070,357.29	37,601,988.12	54.94
Park Rapids & Leech Lake Railway Co.	.....	.....	.....	.....	.....	.....
Railway Transfer Co. of Minneapolis	10,908.21	6,092.23	133,312.05	1.00	150,319.49	90.30
St. Paul, Minneapolis & Manitoba Railway Co.	.....	.....	.....	.....	.....	.....
Willmar & Sioux Falls Railway Co.	356,958.46	144,173.31	816,286.37	35,684.39	1,353,002.08	66.73
Winona Bridge Railway Co.	2,469.36	.....	.....	.....	2,851.85	9.64
Wisconsin Central Railway Co.	843,192.14	812,651.33	2,935,143.35	215,068.10	4,796,342.01	62.77
Wisconsin, Minnesota & Pacific Railroad Co.	127,729.59	43,497.71	248,095.43	3,920.78	493,281.51	57.47
.....	\$65,446,896.82	\$59,984,794.17	\$170,453,804.44	\$10,337,321.62	\$306,312,747.05	*63.74

*Average.

TABLE VIII.
EARNINGS AND INCOME FROM OPERATION IN MINNESOTA FOR YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD	Total Passenger Revenue	Total Earnings from express, baggage, etc.	Total Passenger Earnings	Total Freight Revenue	Earnings, car millage, stock yards, switching, etc.	Total Freight Earnings
Minnesota & Manitoba Railroad Co.	\$0,807.15	\$2,482.50	\$9,350.65	\$6,867.15	\$2,482.50	\$9,350.65
Canadian Northern Railway Co.	433,904.46	173,449.85	607,354.31	405,877.33	428,928.84	428,928.84
Chicago & North-Western Railway Co.	18,572.47	18,572.47	18,572.47	3,833.24	23,051.51	3,183.24
Chicago, Burlington & Quincy Railroad Co.	919,846.75	15,542.30	265,388.95	265,388.95	265,383.40	265,383.40
Chicago Great Western Railway Co.	1,329,182.48	419,680.65	1,601,783.13	1,431,439.48	1,471,560.17	1,471,560.17
Chicago, Milwaukee & St. Paul Railway Co.	130,349.00	48,849.00	173,195.00	72,345.90	22,898.29	95,144.98
Chicago, Rock Island & Pacific Railway Co.	933,233.63	8,406.49	643,333.63	811,636.32	92,605.41	904,941.73
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	406.49	9,018.69	33,065.18	5,048.26	113.19	5,401.45
Dubuque & Sioux City (Illinois Central) Railroad Co.	297,551.17	25,412.00	295,963.17	835,396.34	84,742.49	920,840.73
Duluth & Iron Range Railroad Co.	12,108.48	275.30	12,383.78	144,026.63	10,629.23	154,035.50
Duluth & Northeastern Railroad Co.	20,084.76	20,084.76	20,024.76	204,329.74	18,846.96	223,075.70
Duluth & Northern Minnesota Railway Co.	7,891.30	11.88	7,891.30	3,509.66	11.88	3,509.66
Duluth Belt Line.	851.65	14.00	865.65	870,066.36	59,293.71	929,859.97
Duluth, St. Cloud, Glencoe & Mankato Railway Co.	284,747.00	28,878.28	313,625.28	.....	.....	.....
Duluth, Missabe & Northern Railway Co.	.....	.....	.....	.....	45,876.09	45,876.09
Duluth, South Shore & Atlantic Railway Co.	.....	.....	.....	355,816.57	14,016.14	369,832.81
Duluth Terminal Railway Co.	32,645.92	816.74	33,462.66	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Railway Co.	.....	.....	.....	3,524,373.12	330,086.22	3,854,459.34
Eastern Railway of Minnesota.	2,055,900.69	74,393.87	2,130,294.56	.....	.....	.....
Green Bay & Western Railroad Co.	491.72	1,906.37	2,398.09	1,357.49	2,325.60	3,683.09
Iowa Central Railway Co.	11,268.40	330.80	11,599.20	21,716.63	21,716.63	21,716.63
Mason City & Fort Dodge Railroad Co.	8,505.69	.....	8,505.69	156,617.91	156,617.91	156,617.91
Minneapolis & Rainy River Railway Co.	596,437.79	106,532.55	612,950.34	1,316,835.38	238,429.39	1,555,264.67
Minneapolis & St. Louis Railroad Co.	.....	.....	.....	56,530.70	56,530.70	56,530.70
Minneapolis Eastern Railway Co.	8,627.53	698.38	9,325.91	27,575.55	474.50	28,050.05
Minneapolis, Red Lake & Manitoba Railway Co.	519,031.38	219,187.04	738,158.42	1,408,689.94	61,112.96	1,469,802.90
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	.....	.....	.....	49,597.65	49,597.65	49,597.65
Minneapolis Western Railway Co.	.....	.....	.....	.....	.....	.....
Minneapolis & Great Northern Railway Co.	166,938.78	18,529.95	185,518.73	450,364.63	8,330.08	458,694.71
Minnesota & International Railway Co.	1,862.94	.....	1,862.94	126,039.97	1,959.75	127,999.72
Minnesota & North Wisconsin Railroad Co.	.....	.....	.....	43,234.65	43,234.65	43,234.65
Minnesota Transfer Railway Co.	1,080,088.83	344,451.23	1,424,570.06	2,857,284.20	577,457.49	3,434,741.69
Northern Pacific Railway Co.	.....	.....	.....	.....	166,659.00	166,659.00
Park Rapids & Leech Lake Ry. Co.	.....	.....	.....	.....	.....	.....
Railway Transfer Company of Minneapolis.	.....	.....	.....	.....	.....	.....
St. Paul, Minneapolis & Manitoba Railway Co.	80,402.58	28.61	80,430.99	205,210.08	1,012.88	206,223.76
Willmar & Sioux Falls Railway Co.	.....	.....	.....	.....	.....	.....
Winona Bridge Railway Co.	257.27	76.65	333.92	6,860.00	.....	6,860.00
Winona Central Railway Co.	142,638.67	8,799.03	151,447.70	196,437.06	.....	196,437.06
Wisconsin Central Railway Co.	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railroad Co.	.....	.....	.....	.....	.....	.....
	\$7,797,343.88	\$1,532,204.69	\$9,339,548.57	\$15,710,687.89	\$1,950,905.39	\$17,660,593.18

Page 35

TABLE
EARNINGS AND INCOME FROM OPERATIONS IN

NAME OF RAILROAD	Minnesota Proportion of		
	Total Passenger Revenue	Total earning from extras, mail, express, baggage, etc.	Total Passenger Earnings
Minnesota & Manitoba R. R. Co.			
Canadian Northern Ry. Co.	\$20,359.14	\$2,064.93	\$22,424.07
Chicago & North-Western Ry. Co.	311,354.92	5,381.56	316,736.48
Chicago & Burlington & Quincy R. R. Co.	83,972.75	24,974.04	108,946.79
Chicago Great Western Ry. Co.	290,139.95	51,090.67	341,230.62
Chicago, Milwaukee & St. Paul Ry. Co.	951,099.93	362,782.85	1,313,882.78
Chicago, Rock Island & Pacific Ry. Co.	183,315.76	3,201.07	186,516.83
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	791,579.53	203,594.68	995,084.21
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	24,437.37	323.46	24,760.83
Duluth & Iron Range R. R. Co.			
Duluth & Northeastern R. R. Co.			
Duluth & Northern Minnesota Ry. Co.			
Duluth Belt Line			
Duluth, St. Cloud, Glencoe & Mankato Ry. Co.			
Duluth, Missabe & Northern Ry. Co.			
Duluth, South Shore & Atlantic Ry. Co.	3,250.28	539.45	3,789.73
Duluth Terminal Ry. Co.			
Duluth, Rainy Lake & Winnipeg Ry. Co.			
Eastern Ry. of Minnesota			
Great Northern Ry. Co.	1,052,875.93	699,094.53	2,351,880.46
Green Bay & Western R. R. Co.	1,538.97	159.16	1,698.13
Iowa Central Ry. Co.	7,958.46	199.66	8,158.12
Mason City & Fort Dodge R. R. Co.	11,559.87	3,504.05	15,063.92
Minneapolis & Rainy River R. R. Co.			
Minneapolis & St. Louis R. R. Co.	143,839.01	3,797.99	147,637.00
Minneapolis Eastern Ry. Co.			
Minneapolis, Red Lake & Manitoba Ry. Co.			
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	469,590.98		469,590.98
Minneapolis Western Ry. Co.			
Minnesota & Great Northern Ry. Co.			
Minnesota & International Ry. Co.			
Minnesota & North Wisconsin R. R. Co.			
Minnesota Transfer Ry. Co.			
Northern Pacific Ry. Co.	1,788,299.00	229,091.55	2,017,390.55
Park Rapids & Leech Lake Railway Co.			
Railway Transfer Co. of Minneapolis			
St. Paul, Minneapolis & Manitoba Ry. Co.			
Willmar & Sioux Falls Ry. Co.	84,137.88	26,643.77	110,781.65
Winona Bridge Ry. Co.			
Wisconsin Central Ry. Co.	56,969.95	12,481.77	69,451.72
Wisconsin, Minnesota & Pacific R. R. Co.	7,370.73	27,000.48	34,371.21
	\$6,703,650.41	\$1,655,745.67	\$8,358,396.08

* Average.

† Deficit.

VIII.—Cont.

MINNESOTA, FOR YEAR ENDING JUNE 30, 1907.

Interstate Earnings			Total earnings from operations in Minnesota	Gross Earnings per mile of Road	Operating Expenses per mile of Road	Net Earnings per mile of Road
Total Freight Revenue	Earnings, car mileage, stock yards, switching, etc.	Total Freight Earnings				
\$268,965.19		\$268,965.19	\$305,133.75	\$6,932.53	\$3,208.33	\$3,776.25
1,919,569.40		1,919,569.40	3,278,580.03	5,032.43	3,904.89	1,127.54
847,146.08	\$24,972.14	872,118.22	502,820.72	13,077.26	19,167.13	16,089.92
755,179.67	19,629.38	774,809.05	1,556,762.02	12,139.44	8,758.12	3,381.32
5,604,614.53		5,604,614.53	10,041,840.61	3,292.74	4,909.92	3,332.82
674,897.46		674,897.46	1,135,756.57	4,024.79	3,348.98	675.81
2,198,239.36	17,481.29	2,215,720.55	4,568,280.12	9,646.68	5,416.76	4,229.92
50,690.27		50,690.27	93,677.73	3,123.63	3,130.87	77.24
6,955,180.10		6,955,180.10	8,171,484.00	38,863.71	15,672.72	23,290.99
			166,439.64	2,621.09	2,324.59	296.40
			243,100.46	3,461.00	3,158.84	302.15
			7,003.18			
			4,375.31	111.13	93.98	17.15
9,738,908.36		9,738,908.36	10,931,893.61	46,142.41	17,710.80	28,431.61
	2.43	2.43	3,792.16	1,404.50	1,233.49	171.01
			45,376.09	25,206.60	15,630.39	9,576.21
			403,295.47	6,525.82	3,994.50	2,531.32
12,909,735.18		12,909,735.18	21,246,369.54	11,159.45	5,840.42	5,319.03
1,898.95		1,898.95	3,597.08			
32,403.79		32,403.79	46,643.09	3,773.71	4,376.78	603.06
79,452.45	3,923.76	83,386.21	131,755.96	4,820.93	2,051.00	2,769.93
			165,123.60	3,326.66	2,148.44	173.22
398,017.39		398,017.39	2,713,869.30	6,966.14	4,246.19	2,719.96
			56,530.70	50,027.17	23,410.40	26,616.77
			37,375.96	1,115.70	1,318.40	1197.70
2,454,261.32		2,454,261.32	5,181,814.12	9,177.23	4,918.33	4,258.40
			49,597.65	24,432.34	19,331.41	5,100.93
			644,213.44	3,356.32	1,922.75	1,433.54
			129,861.76	2,348.31	1,658.64	689.67
			43,234.65			
7,674,414.17		7,674,414.17	14,551,116.47	14,847.62	7,334.48	7,013.14
			166,659.00	18,038.50	17,081.75	1,856.75
689,189.50		689,189.50	1,086,624.90	8,114.59	3,813.45	4,301.14
201,853.03	4,493.37	206,351.90	283,003.54	6,743.00	4,879.31	1,863.69
257,743.74	41,861.80	299,605.54	681,861.51	2,743.90	1,545.02	1,193.88
\$53,312,360.24	\$112,379.67	\$53,324,739.91	\$88,674,277.74	*\$11,052.38	*\$6,013.71	*\$5,038.67

TABLE IX.
OPERATING EXPENSES IN MINNESOTA FOR THE YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD	Maintenance of Way and Structures	Maintenance of Equipment	Conducting Transportation	General Expenses	Total Operating Expenses in Minnesota	Percentage of operating expenses to earnings
Minnesota & Manitoba Railroad Co.	894,624.08	830,835.53	\$82,207.95	\$8,448.00	\$140,116.49	45.92
Canadian Northern Railway Co.	509,714.55	491,754.52	1,479,560.36	66,927.16	2,589,346.69	77.59
Chicago & North-Western Railway Co.	74,116.53	105,349.20	858,120.52	199,491.88	786,977.93	146.66
Chicago, Burlington & Quincy Railroad Co.	133,996.32	187,349.50	728,625.45	74,328.97	1,123,142.40	73.15
Chicago, Great Western Railway Co.	1,025,775.39	1,296,194.34	3,437,874.45	188,677.71	5,945,531.89	59.21
Chicago, Rock Island & Pacific Railway Co.	130,195.90	144,986.97	633,323.09	37,131.90	945,047.86	83.21
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	491,817.64	443,137.57	1,555,768.32	75,437.66	2,565,161.09	56.15
Dubuque & Sioux City Railroad Co.	16,347.49	19,476.93	54,421.52	3,448.96	93,894.90	100.23
Duluth & Iron Range Railway Co.	959,803.44	694,419.32	1,531,680.37	88,517.73	3,274,320.66	40.07
Duluth & Northeastern Railroad Co.	36,548.93	27,875.48	74,915.93	8,274.59	147,614.53	88.67
Duluth & Northern Minnesota Railway Co.	61,143.36	51,143.36	98,455.96	10,738.51	221,877.19	91.27
Duluth Belt Line.	1,618.99	746.37	3,438.52	3,438.52	5,798.88	...
Duluth, St. Cloud, Glencoe & Mankato Railway Co.	1,436,727.63	797,168.51	3,331.99	368.93	3,700.22	84.57
Duluth, Missabe & Northern Railway Co.	742.65	433.01	1,832,346.01	148,928.19	4,215,170.34	38.38
Duluth, South Shore & Atlantic Railway Co.	28,273.13	41.71	2,038.03	116.74	3,330.43	87.82
Duluth, Terminal Railway Co.	27,363.28	77,044.87	77.50	55.60	38,447.34	69.01
Duluth, Rainy Lake & Winnipeg Railway Co.	...	...	131,331.83	11,220.75	246,860.28	61.21
Eastern Railway of Minnesota.	2,520,826.32	2,083,321.15	6,129,488.79	395,372.72	11,119,598.98	53.32
Great Northern Railway Co.	3,241.97	6,633.13	49,754.39	1,467.45	54,096.94	115.98
Green Bay & Western Railroad Co.	11,992.72	7,834.96	35,181.92	1,044.32	55,053.73	43.54
Iowa Central Railway Co.	50,299.48	29,945.60	66,021.60	6,303.72	132,474.40	92.33
Mason City & Ft. Dodge Railroad Co.	292,049.93	319,967.12	1,024,490.51	85,021.76	1,654,229.22	69.95
Minneapolis & Rainy River Railway Co.	7,054.28	5,376.44	12,417.63	4,706.40	26,453.75	46.79
Minneapolis & St. Louis Railroad Co.	10,802.91	5,728.60	15,660.63	8,817.11	33,998.95	117.70
Minneapolis, Red Lake & Manitoba Railway Co.	498,262.74	516,124.78	1,715,949.75	91,223.37	2,780,560.48	53.70
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	5,886.17	3,520.93	29,067.86	468.66	39,242.77	79.12
Minneapolis Western Railway Co.	...	...	...	...	...	...
Minnesota & Great Northern Railway Co.	101,955.65	33,642.89	212,447.39	21,013.04	369,058.97	57.20
Minnesota & International Railway Co.	19,805.80	22,570.32	45,552.70	3,794.40	91,723.21	70.65
Minnesota & North Wisconsin Railroad Co.	48,600.85	29,972.69	634,729.62	9,921.12	723,223.78	107.10
Minnesota Transfer Railway Co.	1,460,791.14	1,225,145.15	4,779,429.81	215,664.85	7,678,030.95	55.77
Northern Pacific Railway Co.	...	...	...	...	...	...
Park Rapids & Leech Lake Railway Co.	10,908.21	6,092.23	132,318.95	1.00	150,319.40	90.30
Railway Transfer Co. of Minneapolis.	106,259.09	66,679.99	323,357.20	14,362.72	510,659.00	47.00
St. Paul, Minneapolis & Manitoba Railway Co.	34,012.72	35,115.21	126,366.07	9,290.42	204,784.43	9.64
Willmar & Sioux Falls Railway Co.	117,128.03	39,336.08	323,579.01	3,595.56	583,938.43	73.36
Winona Bridge Railway Co.	...	...	...	...	...	...
Wisconsin Central Railway Co.	...	...	...	...	...	...
Wisconsin, Minnesota & Pacific Railroad Co.	\$10,113,181.32	\$8,795,105.56	\$27,653,310.00	\$1,785,580.91	\$48,247,178.29	*54.41

*Average.

TABLE X.
PERCENTAGE OF OPERATING EXPENSES TO EARNINGS FOR TEN YEARS.

NAME OF RAILROAD	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907
Minnesota & Manitoba Railway Co.	64.41	61.18						62.99	40.70	64.87
Canadian Northern Railway Co.	77.62	74.00	61.84	64.59	62.86	61.92	64.62	63.65	59.00	71.91
Chicago, Burlington & Northern Railway Co.	78.08	67.76	62.82	79.81	71.06	74.90	79.10	76.56	71.87	79.52
Chicago Great Western Railway Co.	78.08	67.76	62.82	79.81	71.06					
Duluth, Red Wing & Southern Railway Co.	78.08	67.76	62.82	79.81	71.06					
Winona & Western Railway Co.	78.08	67.76	62.82	79.81	71.06					
Chicago, Milwaukee & St. Paul Railway Co.	68.35	62.37	60.81	60.51	61.95	63.81	63.64	61.47	62.63	65.07
Chicago & North-Western Railway Co.	68.35	62.37	60.81	60.51	61.95	63.81	63.64	61.47	62.63	65.07
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	68.38	60.27	61.46	60.56	60.06	63.80	62.78	61.09	60.75	65.08
Burlington, Cedar Rapids & Northern Railway Co.	66.88	67.01	69.46	70.73	62.93					
Chicago, Rock Island & Pacific Railway Co.					68.48	68.48	72.90	71.75	69.93	69.44
Dubuque & Sioux City Railroad (Illinois Central)					76.57	85.36	89.57	75.98	66.80	69.67
Duluth & Iron Range Railroad Co.	62.11	46.26	49.11	45.21	36.81	37.35	45.94	33.15	33.20	40.07
Duluth & Northeastern Railroad Co.								104.50	81	88.97
Duluth Belt Line.								94.32		
Duluth, St. Cloud, Glencoe & Mankato Railway Co.										84.57
Duluth, Missabe & Northern Railway Co.	53.92	45.42	44.89	48.60	39.32	37.34	49.61	36.05	35.58	38.88
Duluth & Northern Minnesota Railway Co.		59.45	43.95	55.00	55.10	78.00	90.67	77.23	91.37	
Duluth, South Shore & Atlantic Railway Co.						69.30	68.44	69.47	77.29	70.08
Duluth Terminal Railway Co.	50.41	43.97	45.41	50.07	47.12	46.44	43.80	42.46	50.51	63.01
Duluth, Rainy Lake & Winnipeg Railway Co.										01.31
Duluth, Virginia & Rainy Lake Railway Co.										
Eastern Railway of Minnesota.	53.90	43.02	43.79	40.18	38.63		49.84	59.73		
Great Northern Railway Co.	44.49	49.17	52.90	58.01	49.62	47.59	49.85	48.40	49.97	58.65
Green Bay & Western Railway Co.							63.45	59.50	64.45	63.93
Iowa Central Railway Co.						79.66	79.56	79.61	71.60	67.06
Mason City & Fort Dodge Railway Co.							73.29	69.14	43.37	57.65
Minneapolis & Rainy River Railway Co.								65.26	101.40	98.33
Minneapolis, Red Lake & Manitoba Railway Co.								35.71	80	117.70
Red Lake Trans. Co.										
Minneapolis Eastern Railway Co.	97.00	97.00	98.00	95.00	118.00	104.61	73.00	73.00	73.00	46.70
Minneapolis & St. Louis Railroad Co.	54.82	44.68	47.83	60.44	57.98	62.94	63.95	49.77	58.60	46.70
Minneapolis, St. Paul & South Ste. Marie Railway Co.	97.00	97.00	98.00	95.00	118.00	104.61	73.00	73.00	73.00	46.70
Minneapolis Transfer Railway Co.	57.30	59.55	52.09	59.06	49.23	53.21	55.88	53.14	50.64	58.70
Minneapolis Western Railway Co.								1,000.40	1,093.72	1,670.10
Minnesota & Great Northern Railway Co.		21.24	65.81	59.07	56.29	59.09	67.51	64.94	68.17	79.12
Minnesota & International Railway Co.		59.20	65.60	66.50	73.30	70.60	56.70	67.00	60.80	57.90
Brainerd & Northern Railway Co.	59.00									
Minnesota & North Wisconsin Railway Co.										
Northern Pacific Railway Co.	46.81	47.38	47.90	51.09	51.47	52.16	52.28	53.95	49.19	70.68
St. Paul & Duluth Railway Co.	70.73	67.91	66.80							
Park Rapids & Leech Lake Railway Co.							82.70			
Railway Transfer of Minneapolis.										
St. Paul, Minneapolis & Manitoba Railway Co.										
Split Rock & Northern Railway Co.										
Willmar & Sioux Falls Railway Co.										
Winona Bridge Co.	36.16	30.96	47.63	63.17	56.35	64.02	73.29	61.60	57.38	66.73
Wisconsin Central Railway Company.	35.96	69.50	21.64	17.88	29.29	15.99	28.33	12.66	9.64	
Wisconsin, Minnesota & Pacific Railroad Co.	73.53	74.43	69.57	71.43	70.55	68.37	67.21	65.80	64.05	62.77
Wisconsin, Minnesota & Pacific Railroad Co.	73.79	75.10	48.10	55.55	52.72	60.90	59.59	56.46	51.19	57.47

*10 months. †Not shown.

TABLE XI.
RAILWAY STOCKS AND BONDS AND OTHER STOCKS AND BONDS OWNED BY RAILWAY COMPANIES.

NAME OF RAILROAD	Stocks Owned			Bonds Owned		
	Dividends Received	Railway Stock Par Value	Other Stock Par Value	Dividends Received	Railway Bonds	Received & Interest Other Bonds
Minnesota & Manitoba Ry. Co.	\$400,000.00		\$1,300,000.00		\$250,000.00	\$12,500.00 \$1,780,000.00 \$98,100.00
Canadian Northern Ry. Co.	25,181,001.71	\$1,818,900.00	5,152,500.00	\$412,753.00	14,500,000.00	3,463.50
Chicago and North-Western Ry. Co.	481,100.00	4,086.80	16,000.00	600.00	888,300.00	55,837.83 422,500.00 33,300.00
Chicago, Burlington & Quincy Ry. Co.	39,065,086.01	4,110.80	192,450.00		45,400.00	1,566.67 30,400.00 422.23
Chicago, Great Western Ry. Co.	3,652,400.00	9,086.80	666,600.00		8,386,000.00	6,090.00
Chicago, Milwaukee & St. Paul Ry. Co.	42,687,605.00	226,834.24	4,671,000.00	44,130.00	37,737,837.50	1,288,074.94 11,903,000.00 36,128.89
Chicago, Rock Island & Pacific Ry. Co.	4,855,328.30	103,690.80			2,406,000.00	6,850.00
Chicago, St. Paul, Minneapolis & Omaha Ry.						
Dubuque & Sioux City Ry. (Ill. Cent.)	6.80					
Duluth & Iron Range R. R. Co.						
Duluth & Northeastern R. R. Co.						
Duluth & Northern Minnesota Ry. Co.						
Duluth Belt Line						
Duluth, St. Cloud, Glencoe & Mankato Ry.						
Duluth, Missabe & Northern Ry. Co.			462,508.00	74,001.28		
Duluth, South Shore & Atlantic Ry. Co.	637,950.00		49,666.66			
Duluth Terminal Ry. Co.						
Duluth, Rainy Lake & Winnipeg Ry. Co.						
Eastern Railway of Minnesota	65,700.00				175,000.00	392,477.51
Great Northern Ry. Co.		964,888.80	6,980,400.00	31,190.24	205,000.00	4,375.00
Green Bay & Western R. R. Co.	1,078,000.00				3,925,000.00	153,000.00
Iowa Central Ry. Co.	906,556.00					
Mason City & Ft. Dodge R. R. Co.			400,000.00			
Minneapolis & Rainy River Ry. Co.						
Minneapolis & St. Louis R. R. Co.	613,300.00	15,631.27			1,477,000.00	67,260.72
Minneapolis Eastern Ry. Co.						
Minneapolis, Red Lake & Manitoba Ry.						
Minneapolis, St. Paul & Ste. Marie Ry.						
Minneapolis Western Ry. Co.	387,290.56	4,086.80	26,000.00		39,000.00	600.00 11,500.00 837.80
Minnesota & Great Northern Ry. Co.						
Minnesota & International Ry. Co.	10,000.00	10,000.00			371,000.00	14,340.00
Minnesota & North Wisconsin R. R. Co.						
Minnesota Transfer Ry. Co.						
Northern Pacific Ry. Co.	3,258,450.00		2,775,000.00		4,486,000.00	117,825.00 7,000,000.00 280,000.00
Park Rapids and Leach Lake Ry. Co.						
Railway Transfer Co. of Minneapolis						
St. Paul, Minneapolis & Manitoba Ry.						
Willmar & Sioux Falls Ry. Co.	2,500,000.00					
Winona Bridge Ry. Co.						
Wisconsin Central Ry. Co.	2,743,379.20		46,140.00		81,060.72	3,820.00
Wisconsin, Minnesota & Pacific R. R. Co.	\$128,516,987.56	\$2,660,410.31	\$23,665,964.66	\$574,267.52	\$74,978,098.23	\$2,128,930.17 \$31,147,400.00 \$440,303.93

TABLE XII.
RENTALS RECEIVED—MISCELLANEOUS INCOME.

Page 41

NAME OF RAILROAD	Tracks	Yards	Terminals	Total	Gross Income	Expenses	Net Miscellaneous Income
Minnesota & Manitoba Railroad Co.							
Canadian Northern Railway Co.	\$49,181.06		\$0,186.52	\$54,366.87	\$411,899.37		\$411,899.37
Chicago & North-Western Railway Co.							\$49,487.58
Chicago, Burlington & Quincy Railroad Co.							
Chicago, Great Western Railway Co.							
Chicago, Milwaukee & St. Paul Railway Co.	54,968.21		140,764.34	195,732.55	1,042,002.48		1,042,002.48
Chicago, Rock Island & Pacific Railway Co.	406,141.46	\$11,170.30	110,012.77	527,325.53	591,139.54		291,129.54
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	39,966.44		13,653.68	48,620.12	126,064.34		126,064.34
Dubuque & Sioux City Railroad (Illinois Central)	9.00			9.00			
Duluth & Iron Range Railroad Co.							
Duluth & Northeastern Railroad Co.							
Duluth & Northern Minnesota Railway Co.							
Duluth Belt Line.							
Duluth, St. Cloud, Glencoe & Mankato Railway Co.							
Duluth, Missabe & Northern Railway Co.		16,432.46		16,432.46	65,887.60	\$2,700.12	63,187.48
Duluth, South Shore & Atlantic Railway Co.	12,869.86				12,704.92		13,654.28
Duluth Terminal Railway Co.	45,876.09		335.08	46,211.17	7,386.14	778.91	6,557.23
Duluth, Rainy Lake & Winnipeg Railway Co.							
Eastern Railway of Minnesota							
Great Northern Railway Co.	6,042.75	20,946.78	156,586.17	183,575.70	1,707,473.99		1,707,473.99
Green Bay & Western Railroad Co.	8,898.89		1,140.00	4,968.39	21,514.70		21,514.70
Iowa Central Railway Co.			60.00	60.00	8,828.80		8,828.80
Mason City & Ft. Dodge Railroad Co.							
Minneapolis & Rainy River Railway Co.							
Minneapolis & St. Louis Railroad Co.							
Minneapolis Eastern Railway Co.							
Minneapolis, Red Lake & Manitoba Railway Co.							
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.							
Minneapolis Western Railway Co.							
Minnesota & Great Northern Railway Co.							
Minnesota & International Railway Co.							
Minnesota & North Wisconsin Railroad Co.		162.63		162.62	46,552.56		46,552.56
Minnesota Transfer Railway Co.							
Northern Pacific Railway Co.							
Park Rapids & Leech Lake Railway Co.							
Railway Transfer Co. of Minneapolis							
St. Paul, Minneapolis & Manitoba Railway Co.	50.00						
Willmar & Sioux Falls Railway Co.							
Winona Bridge Railway Co.	2,082.50			2,082.50	34,359.23	6,518.30	27,746.08
Wisconsin Central Railway Co.	12,717.59		235.08	12,952.27	7,049.84		7,049.84
Wisconsin, Minnesota & Pacific Railroad Co.							
	\$1,034,621.33	\$114,650.16	\$443,975.28	\$1,593,255.77	\$6,446,957.68	\$170,724.78	\$6,276,232.90

TWENTY-THIRD ANNUAL REPORT

NAME OF RAILROAD	A. Interest on Bonds		B. Kents paid for lease of road		C. Kents paid for lease of tracks, yards and terminals			
	Dividends on Stock	Guaranteed	Cash	Total	Tracks	Yards	Terminals	Total
Minnesota & Manitoba Railroad Co.			\$233,960.00	\$233,960.00				\$91,902.08
Canadian Northern Railway Co.			54,074.45	54,074.45	\$45,066.96			1,167,052.77
Chicago & North-Western Railway Co.								236,129.86
Chicago, Burlington & Quincy R. Co.								424,880.15
Chicago, Great Western Railway Co.					188,200.79			447,355.81
Chicago, Milwaukee & St. Paul Ry. Co.					194,835.77			228,660.10
Chicago, Rock Island & Pacific Ry. Co.	\$927,854.17		172,876.47	1,100,730.64	\$1,299.81			1,656,379.28
Chicago, St. Paul, Mpls. & Omaha Ry. Co.					80,409.91			126,687.81
Dubuque & Sioux City R. R. (Ill. Cent.)					12,413.33			99,153.93
Duluth & Iron Range Railroad Co.					1,900.00			4,992.77
Duluth & Northeastern Railroad Co.						33,143.54		40,086.31
Duluth & Northern Minnesota Ry. Co.								
Duluth Belt Line								
Duluth, St. Cloud, Glencoe & Man. Ry. Co.								
Duluth, Missabe & Northern Railway Co.					2,400.00			7,945.19
Duluth, South Shore & Atlantic Ry. Co.					35,230.47			14,694.40
Duluth Terminal Railway Co.								
Duluth, Rainy Lake & Winnipeg Ry. Co.								
Eastern Railway of Minnesota								
Great Northern Railway Co.	3,956,932.56	\$20,460.00	102,893.20	4,080,285.76	86,076.77			305,010.73
Green Bay & Western Railway Co.								3,534.30
Iowa Central Railway Co.	22,200.00			22,200.00				28,297.99
Mason City & Ft. Dodge Railway Co.								
Minneapolis & Rainy River Railway Co.						52,079.86		
Minneapolis & St. Louis Railroad Co.								
Minneapolis Eastern Railway Co.								
Minneapolis, Red Lake & Manitoba Ry. Co.								
Minneapolis, St. P. & S. Ste. Marie Ry. Co.								
Minneapolis Western Railway Co.								
Minnesota & Great Northern Railway Co.								
Minnesota & International Railway Co.								
Minnesota & North Wisconsin Ry. Co.								
Minnesota Transfer Railway Co.								
Northern Pacific Railway Co.	74,130.00		86,349.80	160,479.80	51,282.12	14,245.84		49,542.78
Park Rapids & Leech Lake Railway Co.					1,801.20			618.56
Railway Transfer Co. of Minneapolis								
St. Paul, Minneapolis & Manitoba Ry. Co.								
Willmar & Sioux Falls Railway Co.								
Winona Bridge Railway Co.								
Wisconsin Central Railway Co.								
Wisconsin, Minnesota & Pacific Ry. Co.								
	\$4,981,106.78	\$20,460.00	\$640,158.42	\$5,641,725.16	\$2,164,398.76	\$100,768.65	\$8,676,714.06	\$6,931,892.00

*Included in yards.

†Includes tracks, yards and terminals.

TABLE XIV.
GENERAL BALANCE SHEET—ASSETS.

NAME OF RAILROAD	Cost of Road	Cost of Equipment	Stocks Owned	Bonds Owned	Other Permanent Investments	Lands Owned
Minnesota & Manitoba Railway Co.	\$998,000.00	*	\$1,946,666.66	†	.....	.....
Canadian Northern Railway Co.	79,540,324.19	*	17,212,291.71	\$13,168,000.00	.....	\$4,909,423.06
Chicago & North-Western Railway Co.	243,904,818.13	*	17,212,291.71	1,245,008.00	\$15,033,437.14	1,173,087.71
Chicago, Burlington & Quincy Railroad Co.	345,281,500.00	*	89,292,836.33	75,400.00	.....	.....
Chicago, Great Western, & Quincy Railroad Co.	66,837,500.00	*	89,292,836.33	8,371,000.00	33,471,396.10	.....
Chicago, Milwaukee & St. Paul Railway Co.	259,149,727.01	*	3,459,298.00	39,482,935.53	6,419,995.69	.....
Chicago, Rock Island & Pacific Railway Co.	261,186,644.33	*	36,913,419.24	2,406,000.00	.....	.....
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	62,408,611.00	*	4,384,428.30	.....	.....	.....
Dubuque & Sioux City Railroad (Illinois Central)	29,679,242.59	*	6.80	.....	.....	.....
Duluth & Iron Range Railroad Co.	11,945,745.39	*	3,983,240.35	.....	.....	3,997.12
Duluth & Northeastern Railroad Co.	656,684.74	.....	198,556.78	.....	.....	.....
Duluth & Northern Minnesota Railway Co.	936,391.36	.....	168,109.43	.....	.....	.....
Duluth Belt Line.	.....	.....	.....	.....	.....	.....
Duluth, St. Cloud, Glencoe & Mankato Railway Co.	479,416.72	.....	8,872.50	.....	.....	.....
Duluth, St. Cloud, & Northern Railway Co.	15,614,100.84	.....	6,664,138.41	116,250.80	.....	.....
Duluth, South Shore & Northern Railway Co.	43,381,913.37	.....	3,242,983.02	884,603.56	7,662.68	.....
Duluth Terminal Railway Co.	400,485.06	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Railway Co.	2,680,963.80	.....	477,207.34	.....	.....	.....
Eastern Railway of Minnesota.	23,688,142.89	.....	7,217,168.70	65,700.00	175,000.00	1,815,048.59
Great Northern Railway Co.	13,855,048.31	.....	24,171,096.97	185,688,973.66	22,377,457.53	80,575,084.61
Green Bay & Western Railway Co.	9,467,087.50	.....	600,000.00	9,518.00	87,800.00	.....
Iowa Central Railway Co.	23,990,810.01	.....	2,886,656.74	.....	3,825,000.00	618,541.10
Mason City & Ft. Dodge Railway Co.	43,267,497.84	.....	1,577,926.14	20,000.00	.....	.....
Minneapolis & Rainy River Railway Co.	1,056,139.35	.....	274,735.74	.....	.....	.....
Minneapolis & St. Louis Railroad Co.	30,104,576.39	*	103,600.00	1,457,000.00	6,621.81	.....
Minneapolis Eastern Railway Co.	251,624.32	.....	23,506.47	.....	.....	.....
Minneapolis, Red Lake & Manitoba Railway Co.	785,276.42	.....	17,682.18	.....	.....	16,160.85
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	55,403,908.09	.....	13,834,144.04	412,290.56	10,902,817.48	146,785.77
Minneapolis Western Railway Co.	739,850.10	.....	19,317.38	.....	.....	.....
Minnesota & Great Northern Railway Co.	607,525.65	.....	.....	356,977.50	.....	.....
Minnesota & International Railway Co.	2,059,798.04	.....	358,611.62	10,000.00	.....	.....
Minnesota & North Wisconsin Railway Co.	1,760,479.31	.....	115,918.61	.....	.....	.....
Minnesota Transfer Railway Co.	318,388,493.45	.....	41,268.74	.....	.....	.....
Northern Pacific Railway Co.	887,778.89	.....	5,214,030.94	11,288,895.02	112,640,543.85	2,876,275.48
Park Rapids & Leech Lake Railway Co.	.....	.....	142,109.50	.....	.....	.....
Railway Transfer Co. of Minneapolis.	119,700,854.41	.....	9,696,810.69	.....	1,104,196.87	.....
St. Paul, Minneapolis & Manitoba Railway Co.	9,135,042.11	.....	359,527.61	2,500,000.00	.....	100.00
Willmar & Sioux Falls Railway Co.	789,804.66	.....	.....	.....	.....	.....
Winona Bridge Railway Co.	48,708,401.79	.....	4,876,336.96	81,060.72	6,644,973.13	593,848.35
Wisconsin Central Railway Co.	11,455,404.49	.....	662,987.79	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Co.	\$2,066,849,881.60	.....	\$301,527,007.88	\$104,297,354.39	\$269,389,669.04	\$9,719,677.34

*Included in first item.

†Included in stock owned.

TABLE XIV.—Cont.

GENERAL BALANCE SHEET—ASSETS.

NAME OF RAILROAD	Cash and Current Assets	Equipment Trusts	Materials and Supplies	Sinking Fund Assets	Profit and Loss	Grand Total
Minnesota & Manitoba Railroad Co.	\$10,840,757.12	.....	\$539,077.77	.....	.....	\$999,000.00
Canadian Northern Railway Co.	31,169,732.70	.....	4,615,627.03	\$18,740,666.82	.....	\$2,866,895.74
Chicago & North-Western Railway Co.	12,716,505.58	.....	6,013,844.17	17,362,788.46	.....	\$33,610,519.04
Chicago, Burlington & Quincy Railroad Co.	9,165,078.59	.....	1,185,352.10	190,000.00	.....	400,082,590.18
Chicago Great Western Railway Co.	28,327,605.59	.....	5,989,832.11	2,846,780.57	.....	119,253,109.91
Chicago, Milwaukee & St. Paul Railway Co.	17,699,205.21	.....	4,238,018.48	9,116,853.89	.....	335,814,171.38
Chicago, Rock Island & Pacific Railway Co.	946,058.61	.....	1,033,230.19	.....	.....	299,895,192.86
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	5,901.67	.....	.....	.....	.....	71,178,038.10
Dubuque & Sioux City Railroad (Illinois Central)	0,947,486.08	.....	514,179.26	2,983,114.43	\$74,761.39	29,759,919.75
Dubuque & Iron Range Railroad Co.	8,494.89	.....	3,376.87	.....	.....	26,379,763.41
Duluth & Northeastern Railroad Co.	144,275.91	.....	.....	.....	.....	862,343.28
Duluth & Northern Minnesota Railway Co.	.....	.....	.....	.....	.....	1,348,776.69
Duluth, Duluth & Superior	.....	.....	.....	.....	.....	.....
Duluth, St. Cloud, Glenwood & Mankato Railway Co.	7,663,397.63	.....	540,434.88	1,664,043.46	.....	488,289.29
Duluth, Missabe & Northern Railway Co.	470,031.28	.....	285,921.00	.....	3,072,393.97	33,362,368.97
Duluth, South Shore & Atlantic Railway Co.	88,253.40	.....	.....	.....	.....	50,945,407.18
Duluth Terminal Railway Co.	317,750.66	.....	25,145.80	.....	.....	488,738.46
Duluth, Remy Lake & Winnipeg Railway Co.	10,000.00	.....	.....	273,087.60	.....	3,481,097.60
Eastern Railway of Minnesota	81,016,703.63	.....	5,885,179.77	89,072.48	.....	33,844,747.68
Great Northern Railway Co.	242,446.88	.....	6,764.86	.....	.....	363,608,616.01
Green Bay & Western Railroad Co.	750,200.39	.....	271,600.70	.....	.....	10,412,617.24
Iowa Central Railway Co.	54,553.98	.....	.....	.....	.....	31,843,823.94
Mason City & Fort Dodge Railroad Co.	60,404.89	.....	32,164.18	.....	.....	44,019,977.06
Minneapolis & Rainy River Railway Co.	6,118,317.85	.....	535,135.97	.....	35,639.01	1,459,381.67
Minneapolis & St. Louis Railroad Co.	23,486.34	.....	385.07	.....	.....	38,925,252.02
Minneapolis, Eastern Railway Co.	1,216.74	.....	.....	.....	.....	356,746.14
Minneapolis, Red Lake & Manitoba Railway Co.	4,279,081.06	.....	1,485,596.78	.....	57,743.74	883,082.39
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	22,288.03	.....	5,427.40	.....	57,218.80	86,508,134.68
Minneapolis Western Railway Co.	.....	.....	1,398.00	.....	.....	782,932.77
Minnesota & Great Northern Railway Co.	746,551.28	.....	305.63	.....	0,386.96	407,731.27
Minnesota & International Railway Co.	.....	.....	33,887.80	.....	.....	2,544,894.18
Minnesota & North Wisconsin Railroad Co.	9,658.95	.....	15,750.00	.....	.....	1,831,403.90
Minnesota Transfer Railway Co.	38,509,184.08	.....	5,580,031.12	1,643,782.19	.....	533,602,659.12
Northern Pacific Railway Co.	11,656.75	.....	.....	.....	.....	1,041,545.26
Park Rapids & Leech Lake Railway Co.	35,046.29	.....	.....	.....	.....	33,046.29
Railway Transfer Co. of Minneapolis	135,061.61	.....	69,406.36	.....	.....	130,560,862.17
St. Paul, Minneapolis & Manitoba Railway Co.	21,228.26	.....	.....	.....	.....	12,199,198.49
Willmar & Sioux Falls Railway Co.	2,381,140.05	.....	634,385.28	476,448.75	.....	810,532.92
Winona Bridge Railway Co.	66,870,415.82	.....	.....	.....	.....	66,870,415.82
Wisconsin Central Railway Co.	66,948.19	.....	.....	.....	.....	12,185,040.47
Wisconsin, Minnesota & Pacific Railroad Co.	\$107,703,550.29	\$883,485.05	\$39,750,150.96	\$35,290,638.43	\$2,904,341.47	\$3,175,569,098.98

TABLE XIV A.
GENERAL BALANCE SHEET.—CONTINUED LIABILITIES.

NAME OF RAILROAD	Capital Stock	Funded Debt	Current Liabilities	Real Estate Mortgages and other Liabilities	Accrued Interest on Funded Debt not yet payable	Profit and Loss	Grand Total
Minnesota & Manitoba Railroad Co.	\$400,000.00	\$590,000.00	\$2,247,211.96	\$8,704,637.51	\$149,399.08	\$2,069,588.93	\$999,000.00
Canadian Northern Railway Co.	80,750,000.00	48,286,985.26	9,806,430.21	10,614,896.65	1,711,645.01	21,841,861.64	92,866,925.74
Chicago & North-Western Railway Co.	124,421,686.53	165,314,000.00	11,925,272.99	47,377,426.05	9,431.67	14,828,492.27	333,610,519.04
Chicago, Burlington & Quincy Railroad Co.	105,839,100.00	169,690,000.00	2,930,389.35	29,494,646.43	287,160.72	747,032,780.54	400,082,599.18
Chicago Great Western Railway Co.	105,093,028.00	437,028.05	1,032,388.92	29,494,646.43	1,122,485.67	38,862,461.01	119,253,109.91
Chicago, Milwaukee & St. Paul Ry. Co.	132,992,300.00	125,817,500.00	8,647,941.94	4,705,883.07	194,336.26	893,814,761.33	893,814,761.33
Chicago, Rock Island & Pacific Railway Co.	75,000,000.00	177,371,000.00	24,561,041.89	467,089.39	218,291.67	29,759,192.36	893,814,761.33
Chicago, St. Paul, Mpls. & Omaha Ry. Co.	34,050,126.62	29,006,800.00	8,004,064.97	467,089.39	218,291.67	3,856,210.86	71,178,028.10
Dubuque & Sioux City Railroad (Ill. Cent.)	11,759,500.00	17,776,852.68	6,275.40	5,721,697.33	84,150.00	5,832,497.95	29,759,192.36
Dubuque & Iron Range Railroad Co.	3,000,000.00	11,232,000.00	509,418.13	5,721,697.33	84,150.00	5,832,497.95	29,759,192.36
Duluth & Northeastern Railroad Co.	500,000.00	200,000.00	388,942.69	388,942.69	22,400.59	862,843.28	862,843.28
Duluth & Northern Minnesota Railway Co.	200,000.00	200,000.00	904,500.68	904,500.68	144,275.91	1,248,776.59	1,248,776.59
Duluth Belt Line.	32,000.00	32,000.00	455,614.13	455,614.13	675.09	488,289.22	488,289.22
Duluth, St. Cloud, Glencoe & M. Ry. Co.	4,112,500.00	9,043,000.00	860,358.37	8,175,197.79	10,071,309.81	32,262,365.97	32,262,365.97
Duluth, Missabe & Northern Railway Co.	23,000,000.00	23,558,311.92	5,020,287.00	98,869.93	287,938.83	50,945,407.18	50,945,407.18
Duluth, South Shore & Atlantic Ry. Co.	50,000.00	175,000.00	2,895,839.91	281,988.46	1,750.00	488,738.46	488,738.46
Duluth Terminal Railway Co.	100,000.00	100,000.00	2,895,839.91	2,895,839.91	485,257.69	3,381,097.60	3,381,097.60
Duluth, Rainy Lake & Winnipeg Ry. Co.	16,000,000.00	9,700,000.00	253,238.92	6,735,147.84	108,750.00	557,610.92	33,344,747.68
Eastern Railway of Minnesota.	139,577,500.00	107,813,000.00	9,246,739.39	73,067,174.03	337,483.13	28,766,719.46	863,608,616.01
Great Northern Railway Co.	2,500,000.00	7,600,000.00	1,904,945.61	50,397.45	108,075.00	191,771.43	10,412,917.24
Green Bay & Western Railroad Co.	14,199,454.92	12,920,294.91	1,878,692.92	50,397.45	40,000.00	31,842,923.94	31,842,923.94
Iowa Central Railway Co.	32,841,152.00	12,000,000.00	38,385.96	50,397.45	40,000.00	2,622,908.84	44,919,577.96
Mason City & Ft. Dodge Railroad Co.	400,000.00	400,000.00	669,381.67	187,875.56	248,769.23	1,478,769.51	1,478,769.51
Minneapolis & St. Louis Railroad Co.	10,000,000.00	24,843,833.12	1,566,104.61	187,875.56	248,769.23	33,622,362.02	33,622,362.02
Minneapolis Eastern Railway Co.	125,000.00	150,000.00	85,052.39	174.44	938.39	356,746.14	356,746.14
Minneapolis, Red Lake & Manitoba Ry. Co.	100,000.00	700,000.00	85,052.39	174.44	938.39	883,082.39	883,082.39
Minneapolis, St. P. & Sault Ste. M. Ry. Co.	21,000,000.00	55,563,394.97	3,609,433.72	232,199.63	938.39	86,508,124.68	86,508,124.68
Minneapolis Western Railway Co.	250,000.00	500,000.00	29,681.94	606,699.87	938.39	782,339.77	782,339.77
Minnesota & Great Northern Railway Co.	1,000.00	2,145,000.00	447,268.07	232,199.63	938.39	607,731.27	607,731.27
Minnesota & International Railway Co.	500,000.00	2,145,000.00	447,268.07	232,199.63	938.39	452,568.11	452,568.11
Minnesota & North Wisconsin Railroad Co.	10,000.00	50,000.00	566,618.74	23,744.95	193,865.70	3,544,326.18	3,544,326.18
Northern Pacific Railway Co.	70,000.00	1,728,000.00	9,468.95	23,744.95	193,865.70	819,984.44	819,984.44
Northern Transfer Railway Co.	155,000,000.00	186,708,376.00	29,141,492.00	124,590,059.44	542,001.66	1,831,403.90	533,502,836.13
Park Rapids & Leech Lake Railway Co.	500,000.00	500,000.00	33,046.29	24,561.36	4,166.67	12,817.20	1,041,546.23
Railway Transfer Co. of Minneapolis.	20,000,000.00	94,865,909.09	30,863.17	13,604,445.38	2,059,844.53	130,560,362.17	130,560,362.17
St. Paul, Minneapolis & Manitoba Ry. Co.	7,000,000.00	3,646,000.00	1,150,506.78	136,495.33	15,191.66	250,942.72	13,199,136.49
William & Sioux Falls Railway Co.	400,000.00	384,000.00	475.35	1,100,235.68	56,508.78	26,057.57	810,532.92
Winona Bridge Railway Co.	30,000,000.00	81,989,795.00	1,870,806.28	1,100,235.68	56,508.78	1,862,877.08	66,370,415.92
Wisconsin Central Railway Co.	5,893,400.00	5,811,000.00	413,992.28	8,583.19	58,110.00	15,185,040.47	15,185,040.47
Wisconsin, Minnesota & Pacific R. Co.	\$1,121,666,744.97	\$1,337,659,329.00	\$117,864,493.20	\$346,417,939.54	\$5,255,580.87	\$246,674,861.40	\$3,175,569,098.95

*Deduct
†Income account.

TABLE XV.

OFFICERS AND EMPLOYEES AND THEIR SALARIES—STATE OF MINNESOTA, 1907.

NAME OF RAILROAD															TWENTY-THIRD ANNUAL REPORT														
General Officers	Other Officers	General Office Clerks	Station Agents	Other Station Men	Enginemen	Firemen	Conductors	Other Trainmen	Machinists	Carpenters	Other Shopmen	Section Foremen	Other Trackmen	Switch Tenders, Crossing Tenders, and Watchmen	Telegraph Operators and Dispatchers														
Minnesota & Manitoba R. R. Co.	3		4	8								5	31																
Canadian Northern Ry. Co.			93	129	72	72	58	129	70	88	355	93	498	46	56														
Chicago & North-Western Ry. Co.		1	15	38	9	8	15	31	3	3	74	4	42	13	14														
Chicago, Burlington & Quincy R. R. Co.	12	11	23	42	38	38	38	50	17	33	62	27	91	13	23														
Chicago Great Western Ry. Co.	6	8	103	191	272	291	163	327	110	177	1,046	161	661	302	104														
Chicago, Milwaukee & St. Paul Ry. Co.	34		10	64	28	34	20	65	4	11	53	38	113	24	89														
Chicago, Rock Island & Pacific Ry. Co.	23		65	345	111	111	59	141	357	168	110	81	415	163	84														
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.			17	3	7	7		5	10			6	14		1														
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	10	5	19	42	112	111	65	271	43	84	374	40	584	17	42														
Duluth & Iron Range R. R. Co.	5	2	2	2	3	3	3	4	6	5	8	9	36	2	1														
Duluth & Northeastern R. R. Co.	8	3	1		9	9	9	18	11	8	15	10	60		2														
Duluth & Northern Minnesota Ry. Co.																													
Duluth Belt Line.																													
Duluth, St. Cloud, Glencoe & Mankato Ry. Co.	2		3			1		1																					
Duluth, Missabe & Northern Ry. Co.	11	5	36	14	135	144	138	288	40	70	472	50	1,107	57	30														
Duluth, South Shore & Atlantic Ry. Co.		3	14												2														
Duluth Terminal Ry. Co.	5	1								6		1	4																
Duluth, Rainy Lake & Winnipeg Ry. Co.	1	4		2	17	17	17	34	10	15	68	8	65	1	3														
Eastern Ry. of Minnesota.																													
Great Northern Ry. Co.	22	43	986	789	446	504	484	1,400	310	157	3,404	326	6,666	107	243														
Green Bay & Western R. R. Co.			1	2																									
Iowa Central Ry. Co.	8	16	164	8	1	1	1	2	3	1	3				3														
Mason City & Fort Dodge R. R. Co.	11		3	2	10	10	10	20				3	9	2	2														
Minneapolis & Rainy River Ry. Co.	2	3	2	1	8	8	8	11	2	4	13	9	81		3														
Minneapolis & St. Louis R. R. Co.	7	23	75	66	52	52	40	74	69	55	132	70	197	27	29														
Minneapolis Eastern Ry. Co.	5		4		1	1		6		1	1	1	3		1														
Minneapolis, Red Lake & Manitoba Ry. Co.	2		4																										
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	3	5	63	121	101	101	78	203	183	243	232	84	609	27	46														
Minneapolis Western Ry. Co.			1	1	2	2																							
Minnesota & Great Northern Ry. Co.			1	1								1	4	9															
Minnesota & International Ry. Co.	8	5	20	15	19	19	16	46		15		30	420	1	5														
Minnesota & North Wisconsin R. R. Co.			15	11	10	4	4		2			5																	
Minnesota Transfer Ry. Co.	5	1	3	2	304	92		80	6	85	16	8	66	7	1														
Northern Pacific Ry. Co.	40	19	801	737	296	296	175	641	350	162	1,367	206	2,157	114	222														
Park Rapids & Leech Lake Ry. Co.																													
Railway Transfer Co. of Minneapolis	1			1	4	4	4	25				1	7																
St. Paul, Minneapolis & Manitoba Ry. Co.																													
St. Paul, Minneapolis & Manitoba Ry. Co.	13	9	42	22	17	21	16	29		8	5	21	171		6														
Willmar & Sioux Falls Ry. Co.	4		1																										
Winona Bridge Ry. Co.	1																												
Wisconsin Central Ry. Co.	10	1	7	6	15	9	10	7	10	1	9	6	35	3	6														
Wisconsin, Minnesota & Pacific R. R. Co.	10	1	37	17	19	20	17	23	11	3	28	44	66	8	9														
	276	173	2,760	3,439	3,325	1,891	1,451	3,923	1,008	1,416	7,869	1,347	14,422	946	986														

RAILROAD AND WAREHOUSE COMMISSION.

193

TABLE XV.—Cont.
OFFICERS AND EMPLOYEES AND THEIR SALARIES—STATE OF MINNESOTA, 1907.

NAME OF RAILROAD	Employees account floating equipment	All other em- ployees and	Total includ- ing general officers	Total exclud- ing general officers	Distribution of preceding items				Total	Total yearly Compensa- tion	Total num- ber of em- ployees on entire line	Total yearly compensa- tion entire line	Average daily com- pensation entire line
					General ad- ministra- tion	Mainten- ance of way and struc- tures	Mainten- ance of equip- ment	Conducting transporta- tion					
Minnesota & Manitoba Ry. Co.		9	50	50	3	36	201	14	50	\$20,586.99	10,214	\$3,431,692.32	...
Canadian Northern Ry. Co.		87	2,047	2,047	12	945	201	899	2,047	1,312,652.54	42,783	27,048,633.08	\$2.29
Chicago & North-Western Ry. Co.		32	303	303	15	56	58	144	303	245,084.90	41,863	31,565,942.87	2.31
Chicago, Burlington & Quincy R. R.		182	845	845	193	270	117	265	845	681,910.66	4,457	3,479,160.05	2.28
Chicago, Great Western Ry. Co.		1,394	5,857	5,851	117	1,540	1,334	2,966	5,857	4,013,468.32	88,816	26,596,874.30	2.18
Chicago, Milwaukee & St. Paul Ry.		75	615	681	37	222	67	299	615	388,282.87	36,153	23,101,962.96	2.43
Chicago, Rock Island & Pacific Ry.		367	2,774	2,751	127	626	639	1,932	2,774	2,196,756.20	7,381	6,630,850.87	2.26
Chicago, St. Paul, Mpls. & Omaha		74	74	74	40	1,093	636	988	74	65,914.75	2,674	2,106,978.55	2.51
Dubuque & Sioux City (Ill. Cent.)		906	2,757	2,747	40	1,093	636	988	2,757	1,807,384.05	100	1,807,384.05	2.39
Duluth & Iron Range R. R. Co.	7	6	100	95	5	45	19	31	100	82,130.28	179	128,959.45	2.57
Duluth & Northeastern R. R. Co.		16	179	171	12	86	34	47	179	128,959.45	179	128,959.45	2.57
Duluth & Northern Minnesota Ry.													
Duluth Belt Line													
Duluth, St. Cloud, Glencoe & Man.													
Duluth, Missabe & Northern Ry. Co.		9	7	7	1	1	1	8	9	2,209.80	9	2,209.80	15.08
Duluth, Missabe & Northern Ry. Co.		318	3,505	3,494	52	1,227	512	1,714	3,505	2,366,044.64	3,505	2,366,044.64	2.47
Duluth, South Shore & Atlantic Ry.		8	27	27	17	17	17	10	27	29,689.16	2,082	1,537,978.38	2.15
Duluth Terminal Ry. Co.		1	18	13	6	12	12	18	18	7,115.73	18	7,115.73	2.25
Duluth, Rainy Lake & Winnipeg Ry.		32	300	299	5	85	78	132	300	148,329.58	300	148,329.58	2.35
Eastern Ry. of Minnesota													
Great Northern Ry. Co.		1,329	17,441	17,419	1,051	7,149	3,714	5,527	17,441	9,231,016.94	39,606	19,100,657.66	2.12
Green Bay & Western Ry. Co.													
Iowa Central Ry. Co.		20	234	226	178	9	11	36	234	23,878.20	385	218,040.49	2.00
Mason City & Fort Dodge Ry. Co.		92	245	246	3	183	21	41	248	22,252.50	795	539,791.60	2.13
Minneapolis & Rainy River Ry. Co.		146	1,220	1,213	103	345	289	483	1,220	917,281.77	2,036	1,516,517.55	2.00
Minneapolis & St. Louis R. R. Co.		24	19	19	9	4	2	9	24	14,463.48	24	14,463.48	2.52
Minneapolis Eastern Ry. Co.		556	2,713	2,710	106	505	953	740	2,713	1,912,760.97	6,643	4,606,266.99	2.20
Minneapolis, Red Lake & Manitoba		4	26	26	1	5	1	19	26	18,733.30	26	18,733.30	2.45
Minneapolis, St. P. & Sault Ste. M.													
Minneapolis Western Ry. Co.													
Minnesota & Great Northern Ry. Co.		54	684	676	33	465	14	186	684	238,487.53	684	238,487.53	2.17
Minnesota & International Ry. Co.		3	72	64	8	25	14	25	72	46,328.08	72	46,328.08	2.23
Minnesota & North Wisconsin Ry.		285	873	868	9	74	107	683	873	588,779.41	873	588,779.41	2.12
Minnesota Transfer Ry. Co.		767	8,477	8,437	1,034	2,868	2,088	2,527	8,477	6,061,934.46	36,145	24,373,793.95	2.33
Northern Pacific Ry. Co.													
Park Rapids & Leach Lake Ry. Co.		2	53	52					53	*		*	
Railway Transfer of Minneapolis													
St. Paul, Minneapolis & Manitoba Ry.		25	407	394	64	200	5	138	407	185,209.52	2,374	640,428.55	2.06
Willmar & Sioux Falls Ry. Co.		5	10	6	5	5			10	2,436.65			
Winona Bridge Ry. Co.		37	201	200	5	62	43	91	201	129,525.45	4,681	2,998,274.49	2.25
Wisconsin Central Ry. Co.		26	319	309	11	150	32	126	319	214,665.90	324	222,830.94	2.03
Wisconsin, Minnesota & Pacific Ry.													
	71	7,176	52,558	52,288	3,263	18,751	10,925	19,558	52,558	\$33,098,036.46	289,747	\$185,984,809.31	\$2.06

*Not shown.

TABLE XVI.

Page 65

DESCRIPTION OF EQUIPMENT, ENTIRE LINE, 1907.

NAME OF RAILROAD	Locomotives	Passenger Cars	Freight Cars In service	Cars in Com- pany's Service	Total Cars
Minnesota & Manitoba Railroad Co.....					
Canadian Northern Railway Co.....	49	161	6,551	235	6,997
Chicago & North-Western Railway Co.....	1,422	1,253	57,413	1,282	59,948
Chicago, Burlington & Quincy Railroad Co.....	1,575	1,156	46,840	2,911	50,907
Chicago Great Western Railway Co.....	259	145	7,314	363	7,822
Chicago, Milwaukee & St. Paul Railway Co.....	1,017	1,074	44,101	762	45,937
Chicago, Rock Island & Pacific Railway Co.....	1,073	871	38,934	2,878	42,683
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	337	272	11,798	420	12,490
Dubuque & Sioux Falls Railroad (Illinois Central)...	55	45	199	7	251
Duluth & Iron Range Railroad Co.....	90	17	5,404	117	5,538
Duluth & Northeastern Railroad Co.....	9	2	304	6	312
Duluth & Northern Minnesota Railway Co.....	1	1	1	2	4
Duluth Belt Line.....		2	8		10
Duluth, St. Cloud, Glencoe & Mankato Railway Co..	1	1	5	1	7
Duluth, Missabe & Northern Railway Co.....	92	23	6,964	132	7,119
Duluth, South Shore & Atlantic Railway Co.....	74	61	2,847	134	3,042
Duluth Terminal Railway Co.....					
Duluth, Rainy Lake & Winnipeg Railway Co.....	17	2	444	11	457
Eastern Railway of Minnesota.....					
Great Northern Railway Co.....	889	619	35,893	1,268	37,780
Green Bay & Western Railroad Co.....	22	25	747	30	802
Iowa Central Railway Co.....	84	46	2,968	218	3,232
Mason City & Ft. Dodge Railroad Co.....	27	15	1,750	156	1,921
Minneapolis & Rainy River Railway Co.....	10	2	321	74	397
Minneapolis & St. Louis Railroad Co.....	97	92	4,078	202	4,372
Minneapolis Eastern Railway Co.....	2				
Minneapolis, Red Lake & Manitoba Railway Co....	3	2	66	2	70
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	202	198	12,805	332	13,425
Minneapolis Western Railway Co.....	2				
Minnesota & Great Northern Railway Co.....					
Minnesota & International Railway Co.....	16	6	513	23	542
Minnesota & North Wisconsin Railroad Co.....	8	1	188	7	196
Minnesota Transfer Railway Co.....	16		1		1
Northern Pacific Railway Co.....	250	84	6,221	1,452	7,757
Park Rapids & Leech Lake Railway Co.....					
Railway Transfer Co. of Minneapolis.....					
St. Paul, Minneapolis & Manitoba Railway Co.....					
Willmar & Sioux Falls Railway Co.....	16	14	973	12	999
Winona Bridge Railway Co.....					
Wisconsin Central Railway Co.....	164	147	8,309	266	8,742
Wisconsin, Minnesota & Pacific Railroad Co.....	14	14	769	15	798
	7,893	6,351	304,819	13,328	324,498

TABLE XVII.

Page 77

AMOUNT PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF
RAILROAD, NOT CONSIGNEED FOR USE BY LEASE, FOR YEAR ENDING
JUNE 30, 1907.

NAME OF RAILROAD	Total Amount
Minnesota & Manitoba Railway Co.....	
Canadian Northern Railway Co.....	\$1,709.30
Chicago & North-Western Railway Co.....	278,473.83
Chicago, Burlington & Quincy Railroad Co.....	460,922.39
Chicago Great Western Railway Co.....	235,878.32
Chicago, Milwaukee & St. Paul Railway Co.....	626,247.85
Chicago, Rock Island & Pacific Railway Co.....	317,202.42
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	53,309.93
Dubuque & Sioux City Railroad (Illinois Central).....	377,306.79
Duluth & Iron Range Railroad Co.....	637.53
Duluth & Northeastern Railroad Co.....	8.91
Duluth & Northern Minnesota Railway Co.....	11.70
Duluth Belt Line.....	
Duluth, St. Cloud, Glencoe & Mankato Railway Co.....	
Duluth, Missabe & Northern Railway Co.....	728.48
Duluth, South Shore & Atlantic Railway Co.....	5,870.48
Duluth Terminal Railway Co.....	
Duluth, Rainy Lake & Winnipeg Railway Co.....	46.10
Eastern Railway of Minnesota.....	
Great Northern Railway Co.....	87,698.85
Green Bay & Western Railway Co.....	
Iowa Central Railway Co.....	9,881.84
Mason City & Ft. Dodge Railway Co.....	
Minneapolis & Rainy River Railway Co.....	745.69
Minneapolis & St. Louis Railroad Co.....	10,072.65
Minneapolis Eastern Railway Co.....	
Minneapolis, Red Lake & Manitoba Railway Co.....	
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.....	42,834.38
Minneapolis Western Railway Co.....	
Minnesota & Great Northern Railway Co.....	
Minnesota & International Railway Co.....	785.63
Minnesota & North Wisconsin Railway Co.....	
Minnesota Transfer Railway Co.....	
Northern Pacific Railway Co.....	98,352.61
Park Rapids & Leech Lake Railway Co.....	
Railway Transfer Co. of Minneapolis.....	
St. Paul, Minneapolis & Manitoba Railway Co.....	
Willmar & Sioux Falls Railway Co.....	2,967.14
Winona Bridge Railway Co.....	
Wisconsin Central Railway Co.....	41,323.19
Wisconsin, Minnesota & Pacific Railway Co.....	
	\$2,653,618.31

TABLE

TRAFFIC AND MILEAGE STATISTICS, STATE OF MINNESOTA.

NAME OF RAILROAD	Number of Passengers Carried Earning Revenue	Number of Passengers Carried One Mile	Number of Passengers Carried One Mile, per Mile of Road	Average Distance Carried
Minnesota & Manitoba Ry. Co.....				
Canadian Northern Ry. Co.....	39,506	1,068,881	24,460	27.06
Chicago & North-Western Ry. Co.....	886,883	32,780,066	50,408	39.17
Chicago, Burlington & Quincy R. R. Co.....	400,340	5,954,834	154,572	14.37
Chicago Great Western Ry. Co.....	589,814	21,154,205	164,958	35.89
Chicago, Milwaukee & St. Paul Ry. Co.....				
Chicago, Rock Island & Pacific Ry. Co.....	358,182	13,870,474	49,153	38.72
Chicago, St. Paul, Minneapolis & Omaha Ry..	1,321,136	57,632,228	121,700	43.62
Dubuque & Sioux City (Ill. Cent.) R. R. Co..	79,931	1,473,075	49,119	18.43
Duluth & Iron Range R. R. Co.....	329,012	10,449,233	49,697	31.76
Duluth & Northeastern R. R. Co.....	13,150	426,849	6,792	32.46
Duluth & Northern Minnesota Ry. Co.....	24,077	748,869	10,662	31.10
Duluth Belt Line.....				
Duluth, St. Cloud, Glencoe & Mankato Ry. Co.	1,826	42,407	1,270	23.22
Duluth, Missabe & Northern Ry. Co.....	273,096	11,278,072	47,387	41.30
Duluth, South Shore & Atlantic Ry. Co.....	57,999	156,597	57,999	2.70
Duluth Terminal Ry. Co.....				
Duluth, Rainy Lake & Winnipeg Ry. Co.....	30,643	750,174	12,139	24.48
Eastern Ry. of Minnesota.....				
Great Northern Ry. Co.....	2,556,880	166,249,870	87,321	65.02
Green Bay & Western R. R. Co.....				
Iowa Central Ry. Co.....	43,509	494,677	40,022	11.37
Mason City & Fort Dodge R. R. Co.....	64,770	1,180,110	43,188	18.22
Minneapolis & Rainy River Ry. Co.....	11,598	281,210	1,634	24.25
Minneapolis & St. Louis R. R. Co.....	785,910	35,608	91,402	45.31
Minneapolis Eastern Ry. Co.....				
Minneapolis, Red Lake & Manitoba Ry. Co...	14,945	333,842	9,965	22.33
Minneapolis, St. Paul & Sault Ste. Marie Ry.	539,231	44,789,933	80,097	83.06
Minneapolis Western Ry. Co.....				
Minnesota & Great Northern Ry. Co.....				
Minnesota & International Ry. Co.....	184,315	6,382,611	33,253	34.63
Minnesota & North Wisconsin R. R. Co.....	2,005	63,482	1,154	31.66
Minnesota Transfer Ry. Co.....				
Northern Pacific Ry. Co.....	1,854,714	139,424,361	142,205	75.17
Park Rapids & Leech Lake Railway Co.....				
Railway Transfer Co. of Minneapolis.....				
St. Paul, Minneapolis & Manitoba Ry. Co....				
Willmar & Sioux Falls Ry. Co.....	162,096	6,260,102	46,749	38.62
Winona Bridge Ry. Co.....				
Wisconsin Central Ry. Co.....	103,064	3,097,850	73,799	29.90
Wisconsin, Minnesota & Pacific R. R. Co.....	252,293	6,756,389	27,188	
	10,931,465	533,135,509	*66,450	*48.77

*Average.

XVIII.

—PASSENGER TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

Total Passenger Revenue	Average Amount Received from Each Passenger	Average Receipts per Passenger per mile	Total Passenger Earnings	Passenger Earnings per Mile of Road	Passenger Earnings per Train Mile
827,226.29	\$0.68.917	\$0.02.547	831,774.72	\$727.11	\$0.90.850
745,259.38	.89.052	.02.274	924,090.79	1,421.02	.90.505
102,545.22	.25.615	.01.722	127,519.26	3,316.50	1.06.218
419,986.70	.71.254	.01.985	516,619.57	4,028.54	1.21.138
2,183,262.41	.....	.....	2,965,665.91	2,449.10	1.42.726
313,664.76	.87.571	.02.261	365,714.83	1,295.98	1.09.197
1,244,813.16	.94.203	.02.159	1,448,317.84	3,058.36	1.20.318
28,483.86	.35.636	.01.934	37,826.01	1,261.29	.60.246
267,551.17	.81.320	.02.560	295,963.17	1,407.61	1.32.939
12,108.48	.92.080	.02.836	12,353.78	190.68	.....
20,024.76	.83.170	.02.674	20,024.76	285.09	2.28.593
7,891.30	.....	.....	7,891.30	.....	.....
851.65	.46.640	.02.008	865.65	25.92	.13.346
284,747.00	1.04.266	.02.524	313,625.28	1,317.75	1.56.345
3,250.28	.05.604	.02.076	3,789.73	1,403.60	1.01.493
32,645.92	1.06.536	.04.352	33,462.66	541.47	1.12.896
3,708,776.62	1.45.051	.02.231	4,482,175.02	2,354.22	1.50.327
1,538.97	.....	.....	1,698.13	.....	.....
8,450.18	.19.422	.01.708	10,556.21	683.67	.48.166
22,828.27	.35.245	.01.934	26,653.12	834.55	.63.383
8,505.69	.73.165	.03.025	8,505.69	119.83	.49.825
650,266.80	.82.741	.01.826	760,587.34	1,952.33	1.10.206
8,627.53	.57.728	.02.584	9,325.91	278.38	.....
988,622.36	1.83.339	.02.207	1,207,749.40	2,159.82	1.35.913
166,988.78	.90.600	.02.610	185,518.73	966.55	1.07.003
1,862.04	.92.869	.02.923	1,862.04	33.67	.....
2,568,387.83	1.54.654	.02.057	3,441,960.61	3,512.10	1.66.483
164,540.26	1.01.508	.02.628	191,212.64	1,427.92	1.04.130
57,227.22	.55.236	.01.851	69,785.64	1,662.75	1.28.233
150,059.40	.59.477	.02.221	185,818.91	747.76	.71.010
\$14,500,994.29	*\$1.32.654	*\$0.02.720	\$17,688,944.65	*\$2,204.75	*\$1.35.361

TABLE

Page 61

TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINES.—

NAME OF RAILROAD	Number of Passengers Carried Earning Revenue	Number of Passengers Carried One Mile	Number of Passengers Carried One Mile per Mile of Road	Average Distance Carried
Minnesota & Manitoba R. R. Co.....	703,988	60,688,505	24,186	86.20
Canadian Northern Ry. Co.....	25,574,510	805,562,737	106,688	31.50
Chicago & North-Western Ry. Co.....	16,468,395	892,747,607	100,723	54.21
Chicago, Burlington & Quincy R. R. Co.....	1,088,722	97,501,157	119,142	89.56
Chicago Great Western Ry. Co.....	12,246,478	549,597,987	75,561	44.88
Chicago, Milwaukee & St. Paul Ry. Co.....	14,953,636	676,897,696	97,072	45.27
Chicago, Rock Island & Pacific Ry. Co.....	3,182,835	165,531,649	97,075	52.01
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	1,295,389	59,988,322	78,944	46.31
Dubuque & Sioux City (Ill. Cent.) R. R. Co.....	329,012	10,449,333	49,697	31.76
Duluth & Iron Range R. R. Co.....	13,150	426,849	6,722	32.46
Duluth & Northeastern R. R. Co.....	24,077	748,809	10,662	31.10
Duluth & Northern Minnesota Ry. Co.....				
Duluth Belt Line.....	1,820	42,407	1,270	23.22
Duluth, St. Cloud, Glencoe & Mankato Ry. Co.....	273,096	11,278,072	47,387	41.30
Duluth, Missabe & Northern Ry. Co.....	691,585	40,284,349	68,200	58.25
Duluth, South Shore & Atlantic Ry. Co.....				
Duluth Terminal Ry. Co.....	30,643	750,174	12,139	24.48
Duluth, Rainy Lake & Winnipeg Ry. Co.....				
Eastern Ry. of Minnesota.....	5,275,266	418,678,415	80,107	79.37
Great Northern Ry. Co.....	216,810	5,177,720	28,012	22.88
Green Bay & Western R. R. Co.....	737,438	22,640,824	40,544	31.45
Iowa Central Ry. Co.....	359,251	20,835,453	53,943	37.99
Mason City & Fort Dodge R. R. Co.....	11,598	281,210	1,634	24.25
Minneapolis & Rainy River Ry. Co.....	1,114,607	51,064,856	58,892	45.81
Minneapolis & St. Louis R. R. Co.....				
Minneapolis Eastern Ry. Co.....	14,945	333,842	9,965	22.33
Minneapolis, Red Lake & Manitoba Ry. Co.....	1,336,078	116,461,222	52,166	87.17
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.....				
Minneapolis Western Ry. Co.....				
Minnesota & Great Northern Ry. Co.....	184,315	6,382,611	33,253	34.63
Minnesota & International Ry. Co.....	2,005	63,482	1,154	31.66
Minnesota & North Wisconsin R. R. Co.....				
Minnesota Transfer Ry. Co.....	6,953,424	722,745,259	132,768	103.94
Northern Pacific Ry. Co.....				
Park Rapids & Leech Lake Railway Co.....				
Railway Transfer Co. of Minneapolis.....				
St. Paul, Minneapolis & Manitoba Ry. Co.....	344,699	13,336,376	39,536	38.68
Willmar & Sioux Falls Ry. Co.....				
Winona Bridge Ry. Co.....	1,456,856	78,035,864	76,639	53.56
Wisconsin Central Ry. Co.....	259,421	6,072,168	25,727	26.88
Wisconsin, Minnesota & Pacific R. R. Co.....				
	95,144,055	4,835,499,915	*8,912	*50.82

Average.

XIX.

PASSENGER TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

Total Passenger Revenue	Average Amount Received from Each Passenger	Average Receipts per Passenger per Mile	Total Passenger Earnings	Passenger Earnings per Mile of Road	Passenger Earnings per Train Mile
\$1,720,424.38	\$2.44.382	\$0.02.835	\$1,720,424.38	\$685.70	\$1.18.601
16,111,788.70	.62.999	.02.000	19,306,364.93	2,556.92	1.10.559
18,478,176.52	1.08.335	.02.069	23,848,932.72	2,634.81	1.39.626
1,990,329.50	1.82.813	.02.041	2,451,568.07	2,995.70	.99.972
12,102,196.22	.98.822	.02.202	16,228,790.26	2,231.19	1.19.461
15,105,174.25	1.01.013	.02.232	17,681,614.87	2,564.34	1.13.211
3,760,734.35	1.18.157	.02.271	4,890,827.31	2,574.98	1.15.279
1,320,291.31	1.01.922	.02.201	1,624,152.90	2,187.88	.96.631
267,551.17	.81.320	.02.560	295,963.17	1,407.61	1.32.939
12,108.48	.92.080	.02.836	12,108.48	190.68	.....
20,024.76	.83.170	.02.674	20,024.76	285.09	2.22.593
851.65	.46.640	.02.008	865.65	25.92	.13.346
284,747.00	1.04.266	.02.524	313,625.28	1,317.75	1.56.345
1,072,283.11	1.55.047	.02.002	1,236,082.10	2,092.64	1.32.542
32,645.92	1.06.536	.04.352	33,462.66	541.47	1.12.896
9,844,257.63	1.86.612	.02.351	12,381,184.11	2,368.93	1.60.791
128,402.02	.59.223	.02.460	154,671.53	687.43	.64.731
507,915.56	.68.873	.02.243	614,572.53	1,100.54	.72.008
416,356.42	1.15.895	.01.998	469,680.46	1,216.00	.53.192
8,505.69	.73.165	.03.025	8,505.69	119.83	.49.825
984,214.91	.88.302	.01.927	1,185,085.27	1,366.72	1.04.362
8,627.53	.57.728	.02.584	9,325.91	278.38	.....
2,655,549.19	1.98.757	.02.282	3,276,999.75	1,467.86	1.33.950
166,988.78	.90.600	.02.616	185,518.73	966.55	1.67.008
1,862.04	.92.869	.02.933	1,862.04	33.77	.....
16,330,874.62	2.34.861	.02.260	19,192,007.92	3,525.56	1.98.397
346,201.13	1.00.435	.02.596	419,327.21	960.10	.70.520
1,558,673.21	1.06.989	.01.997	1,927,851.48	1,893.34	1.01.297
155,012.16	.59.753	.02.223	193,063.50	712.41	.67.555
\$105,392,768.21	*\$1.10.772	*\$0.02.180	\$128,884,457.97	*\$2,357.02	*\$1.28.626

TABLE XX.

Page 61
AVERAGE AMOUNT RECEIVED FROM EACH PASSENGER CARRIED ON RESPECTIVE ROADS, FOR ENTIRE LINES, FOR TEN YEARS.

NAME OF RAILROAD.	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907
Minnesota & Manitoba Railroad Company.....										
Canadian Northern Railway Company.....						\$0.80	\$1.05	\$1.54	\$2.11	\$2.44
Chicago, Burlington & Quincy Railroad Company.....	\$1.24	\$1.33	\$0.88		\$1.03	1.01			1.06	1.08
Chicago Great Western Railway Company.....	.80	.90	.91	\$0.89	.90	.87	.85	.83	1.63	1.83
Chicago, Milwaukee & St. Paul Railway Company.....	.84	.88	.89	.95	.97	.99	.99	.98	.99	.99
Chicago & North-Western Railway Company.....	.52	.53	.55	.57	.59	.61	.61	.62	.63	.63
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1.15	1.17	1.20	1.22	1.24	1.19	1.20	1.15	1.16	1.18
Chicago, Rock Island & Pacific Railway Company.....						.99	.94	.96	.97	1.01
Dubuque & Sioux City Railway Co. (Illinois Central).....						1.00	.99	1.00	1.01	1.02
Duluth & Iron Range Railroad Company.....	1.08	1.13	1.10	1.14	1.08	1.05	.95	.95	.92	.81
Duluth, Missabe & Northern Railway Company.....	1.06	1.14	1.37	1.19	1.20	1.33	1.14	1.06	1.06	1.04
Duluth & Northern Minnesota Railway Company.....				.38	.45	.60	.75	.68	.82	.83
Duluth & Northeastern Railway Company.....									.90	.92
Duluth, South Shore & Atlantic Railway Company.....							1.47	1.50	1.50	1.55
Duluth Terminal Railway Company.....										
Duluth, Rainy Lake & Winnipeg Railway Company.....										
Duluth Belt Line.....									1.11	1.07
Eastern Railway of Minnesota.....										
Great Northern Railway Company.....	1.96	1.87	1.93	1.82	1.60	1.82	1.79	1.74	1.83	1.87
Green Bay & Western Railroad Company.....							.60	.60	.65	.59
Iowa Central Railway Company.....					.06	.68	.21	.75	.69	.69
Mason City & Fort Dodge Railroad Company.....							.59	.63	1.10	1.16
Minneapolis & Raily River Railroad Company.....									.57	.68
Minneapolis, Red Lake & Manitoba Railway Company.....										
Minneapolis, Eastern Railway Company.....			.80	.82	.91	.84	.75	.73	.81	.88
Minneapolis & St. Louis Railroad Company.....	.72	.75	.80	.83	2.08	2.12	1.96	1.93	2.07	1.99
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	1.77	1.75	1.88	1.83						
Minneapolis Western Railway Company.....										
Minneapolis Transfer Railway Company.....										
Minnesota & Great Northern Railway Company.....										
Minnesota & International Railway Company.....					.98	1.08	.86	.80	.92	.91
Minnesota & North Wisconsin Railroad Company.....						1.05	1.11	1.11	.95	.93
Northern Pacific Railway Company.....					2.12	2.07	2.09	2.12	2.33	2.35
Park Rapids & Leech Lake Railway Company.....	2.94	2.52	2.56	2.13						
Railway Transfer of Minneapolis.....										
St. Paul, Minneapolis & Manitoba Railway Company.....										
St. Paul, Minneapolis & Northern Pacific Railway Company.....	1.15	1.13	1.14	1.17	1.20	1.17	1.09	1.06	1.12	1.00
Willmar & Sioux Falls Railway Company.....					.25	.33				
Winona Bridge Company.....					1.14	1.16	1.16	1.15	1.14	1.07
Wisconsin Central Railway Company.....	1.04	1.06	1.10	1.15	1.14	.55		.52	.54	.58
Wisconsin, Minnesota & Pacific Railroad Company.....	.68	.65	†	†	.51	.58				

* See Great Northern Railway Report.

† Switching roads only.

‡ Not shown.

TABLE XXI.—PASSENGER STATISTICS.
 Page 61—No. 7
 AVERAGE RECEIPTS PER PASSENGER PER MILE FOR PASSENGERS CARRIED ON RESPECTIVE ROADS, FOR ENTIRE LINES FOR
 TEN YEARS, AS FOLLOWS:

NAME OF RAILROAD.	1898 Cents	1899 Cents	1900 Cents	1901 Cents	1902 Cents	1903 Cents	1904 Cents	1905 Cents	1906 Cents	1907 Cents
Minnesota & Manitoba Railroad Company.....	.....	.....	.....	.....	.....	2.38	.....	2.50	2.52	2.84
Canadian Northern Railway Company.....	.....	.....	2.12	2.17	2.16	2.13	2.12	2.12	2.04	2.07
Chicago, Burlington & Quincy Railroad Company.....	2.09	2.12	2.03	2.03	2.01	2.05	2.03	2.05	1.97	2.04
Chicago Great Western Railway Company.....	2.06	2.00	2.33	2.35	2.32	2.32	2.30	2.24	2.23	2.20
Chicago, Milwaukee & St. Paul Railway Company.....	2.36	2.33	2.35	2.35	2.32	2.32	2.30	2.24	2.23	2.20
Chicago & North-Western Railway Company.....	2.01	1.95	2.00	2.02	2.02	2.00	2.02	2.02	2.05	2.00
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	2.46	2.30	2.40	2.38	2.34	2.29	2.35	2.33	2.36	2.27
Chicago, Rock Island & Pacific Railway Company.....	.....	.....	.....	.....	.....	2.16	2.20	2.14	2.11	2.23
Delaware & Sioux City Railway Co. (Illinois Central).....	.....	.....	.....	.....	2.34	2.31	2.31	2.00	2.23	2.20
Dubuque & Iron Range Railroad Company.....	.....	.....	.....	2.89	2.81	2.87	2.87	2.67	2.60	2.56
Duluth & Northern Minnesota Railway Company.....	3.00	3.00	2.89	3.00	3.00	3.00	2.99	2.83	2.92	2.87
Duluth & Northeastern Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Missabe & Northern Railway Company.....	3.10	3.14	3.38	3.11	3.02	2.81	2.63	2.59	2.66	2.50
Duluth, South Shore & Atlantic Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Railway Company.....	.....	.....	.....	.....	.....	.....	2.65	2.67	2.69	2.66
Duluth Belt Line.....	.....	.....	.....	.....	.....	.....	.....	5.08	5.13	4.35
Eastern Railway of Minnesota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern Railway Company.....	2.13	2.12	2.32	2.22	2.29	2.30	2.35	2.36	2.33	2.35
Green Bay & Western Railroad Company.....	.....	.....	.....	.....	2.34	2.36	2.47	2.46	2.64	2.46
Iowa Central Railway Company.....	.....	.....	.....	.....	.....	.....	1.74	2.03	2.19	2.24
Mason City & Fort Dodge Railroad Company.....	.....	.....	.....	.....	.....	.....	2.52	2.36	2.19	2.00
Minneapolis & Rainy River Railroad Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis, Red Lake & Manitoba Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis, Eastern Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & St. Louis Railroad Company.....	1.90	1.98	2.02	2.02	2.07	2.03	1.94	1.89	1.97	1.92
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	1.83	1.88	2.19	2.22	2.17	2.23	2.27	2.28	2.19	2.28
Minneapolis, Western Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota & Great Northern Railway Company.....	.....	.....	.....	.....	.....	3.29	2.88	2.80	2.87	2.62
Minnesota & International Railway Company.....	.....	.....	.....	.....	.....	3.00	2.99	3.00	3.01	2.93
Minnesota & North Wisconsin Railroad Company.....	.....	.....	.....	.....	.....	2.15	2.20	2.23	2.09	2.26
Northern Pacific Railway Company.....	2.22	2.28	2.35	2.27	2.19	.....	.....	.....	.....	.....
Park Rapids & Leech Lake Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railway Transfer of Minneapolis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minneapolis & Manitoba Railway Company.....	.....	.....	.....	.....	.....	2.63	2.59	2.60	2.63	2.60
St. Paul, Sioux Falls Railway Company.....	3.20	3.25	3.03	2.88	2.79	2.41	2.07	2.00	2.02	2.00
Winona Bridge Company.....	.....	.....	.....	.....	2.08	2.05	2.07	2.00	2.02	2.00
Wisconsin Central Railway Company.....	1.97	2.02	2.03	2.08	2.08	2.57	2.56	2.49	2.12	2.22
Wisconsin, Minnesota & Pacific Railroad Company.....	2.63	2.63	.....	.....	2.65	.....	.....	.....	.....	.....

* See Great Northern Railway Report.

† Switching roads only.

‡ Not shown.

TABLE XXII.
TRAFFIC AND MILEAGE STATISTICS, STATE OF MINNESOTA.—FREIGHT TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD	Number of Tons Carried	Number of Tons Carried per Mile	Average Distance Haul of One Ton	Total Freight Revenue	Average Amount Received for Freight per Ton per Mile	Total Freight Earnings	Average Receipts per Ton per Mile	Total Freight Earnings	Average Receipts per Ton per Mile
Minnesota & Manitoba R. R. Co.	897,814	37,816,230	41.60	\$272,119.11	\$0.30,369	\$272,119.11	\$0.30,369	\$272,119.11	\$0.30,369
Canadian Northern Ry. Co.	2,259,363	295,631,795	131.00	2,835,446.77	1.02,925	2,835,446.77	1.02,925	2,835,446.77	1.02,925
Chicago & North-Western Ry. Co.	3,048,569	83,051,095	27.24	360,329.32	1.1,492	360,329.32	1.1,492	360,329.32	1.1,492
Chicago, Burlington & Quincy R. R. Co.	1,391,369	136,799,473	98.32	1,020,513.07	.73,346	1,020,513.07	.73,346	1,020,513.07	.73,346
Chicago Great Western Ry. Co.	1,102,611	110,448,237	100.17	7,096,297.07	.67,761	7,096,297.07	.67,761	7,096,297.07	.67,761
Chicago, Milwaukee & St. Paul Ry. Co.	4,597,298	295,010,860	64.17	3,009,875.51	.65,470	3,009,875.51	.65,470	3,009,875.51	.65,470
Chicago, Rock Island & Pacific Ry. Co.	473,713	98,219,969	20.72	55,738.52	1.1,766	55,738.52	1.1,766	55,738.52	1.1,766
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	10,619,043	754,244,350	71.03	7,790,578.31	.73,364	7,790,578.31	.73,364	7,790,578.31	.73,364
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	413,221	15,012,117	36.00	144,026.63	.34,855	144,026.63	.34,855	144,026.63	.34,855
Duluth & Iron Range R. R. Co.	602,636	15,630,778	25.77	204,229.74	.33,889	204,229.74	.33,889	204,229.74	.33,889
Duluth & Northeastern R. R. Co.	2,582	58,729	22.74	11.88	.1,35,928	11.88	.1,35,928	11.88	.1,35,928
Duluth & Northern Minnesota Ry. Co.	14,742,137	1,145,026,645	77.67	10,608,974.61	.71,963	10,608,974.61	.71,963	10,608,974.61	.71,963
Duluth Belt Line.	609,156	15,449,087	25.36	355,816.67	.58,411	355,816.67	.58,411	355,816.67	.58,411
Duluth, St. Cloud, Glencoe & Mankato Ry. Co.	16,240,824	2,265,705,334	139.51	16,434,108.30	1.01,180	16,434,108.30	1.01,180	16,434,108.30	1.01,180
Duluth, Missabe & Northern Ry. Co.	674,942	8,953,030	11.98	1,898.95	.05,002	1,898.95	.05,002	1,898.95	.05,002
Duluth, Terminal Ry. Co.	256,716	6,133,488	23.97	33,761.91	.01,618	33,761.91	.01,618	33,761.91	.01,618
Duluth, Rainy Lake & Winnipeg Ry. Co.	244,270	8,109,535	23.55	101,169.08	.44,404	101,169.08	.44,404	101,169.08	.44,404
Eastern Ry. of Minnesota	1,897,891	180,245,986	96.50	156,617.91	.45,493	156,617.91	.45,493	156,617.91	.45,493
Green Bay & Western R. R. Co.	3,167,583	387,565,724	122.36	1,714,832.57	.97,000	1,714,832.57	.97,000	1,714,832.57	.97,000
Iowa Central Ry. Co.	674,942	8,953,030	11.98	27,375.53	.01,618	27,375.53	.01,618	27,375.53	.01,618
Mason City & Fort Dodge R. R. Co.	256,716	6,133,488	23.97	33,761.91	.01,618	33,761.91	.01,618	33,761.91	.01,618
Minneapolis & Rainy River Ry. Co.	244,270	8,109,535	23.55	101,169.08	.44,404	101,169.08	.44,404	101,169.08	.44,404
Minneapolis & St. Louis R. R. Co.	1,897,891	180,245,986	96.50	156,617.91	.45,493	156,617.91	.45,493	156,617.91	.45,493
Minneapolis Eastern Ry. Co.	3,167,583	387,565,724	122.36	1,714,832.57	.97,000	1,714,832.57	.97,000	1,714,832.57	.97,000
Minneapolis, Red Lake & Manitoba Ry. Co.	674,942	8,953,030	11.98	1,898.95	.05,002	1,898.95	.05,002	1,898.95	.05,002
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	256,716	6,133,488	23.97	33,761.91	.01,618	33,761.91	.01,618	33,761.91	.01,618
Minneapolis Western Ry. Co.	244,270	8,109,535	23.55	101,169.08	.44,404	101,169.08	.44,404	101,169.08	.44,404
Minnesota & Great Northern Ry. Co.	1,897,891	180,245,986	96.50	156,617.91	.45,493	156,617.91	.45,493	156,617.91	.45,493
Minnesota & International Ry. Co.	674,942	8,953,030	11.98	1,898.95	.05,002	1,898.95	.05,002	1,898.95	.05,002
Minnesota & North Wisconsin R. R. Co.	837,164	11,631,813	34.50	136,089.97	.60,832	136,089.97	.60,832	136,089.97	.60,832
Minnesota Transfer Ry. Co.	7,332,886	1,259,128,705	167.16	450,394.67	.60,832	450,394.67	.60,832	450,394.67	.60,832
Northern Pacific Ry. Co.	1,259,128,705	1,259,128,705	167.16	10,531,698.37	1.43,292	10,531,698.37	1.43,292	10,531,698.37	1.43,292
Park Rapids & Leech Lake Ry. Co.	7,332,886	1,259,128,705	167.16	450,394.67	.60,832	450,394.67	.60,832	450,394.67	.60,832
Railway Transfer Co. of Minneapolis	7,332,886	1,259,128,705	167.16	10,531,698.37	1.43,292	10,531,698.37	1.43,292	10,531,698.37	1.43,292
St. Paul, Minneapolis & Manitoba Ry. Co.	789,276	88,327,925	659.697	894,399.58	1.13,318	894,399.58	1.13,318	894,399.58	1.13,318
Willmar & Sioux Falls Ry. Co.	1,195,287	35,077,435	81.17	298,719.03	.18,548	298,719.03	.18,548	298,719.03	.18,548
Winona Bridge Co.	473,698	20,973,377	55.04	454,150.80	.95,880	454,150.80	.95,880	454,150.80	.95,880
Wisconsin Central Ry. Co.	74,063,018	7,129,405,921	*97.34	908,933,948.13	*80,00,000	908,933,948.13	*80,00,000	908,933,948.13	*80,00,000
Wisconsin, Minnesota & Pacific R. R. Co.	74,063,018	7,129,405,921	*97.34	908,933,948.13	*80,00,000	908,933,948.13	*80,00,000	908,933,948.13	*80,00,000

TABLE XXIII.

TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINES.—FREIGHT TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD	No. of Tons carried of freight earn- ing revenue	No. of Tons carried one mile	No. of Tons carried mile of road	Average distance haul of 1 Ton	Total Freight Revenue	Average amt. recd. Ton of Freight	Average receipts per Ton per mile	Total Freight Earnings	Freight Earnings per mile of road	Freight Earnings per train mile
Minnesota & Manitoba R. R. Co.	1,822,220	657,437,205	262,031	390.70	\$5,741,729.25	\$8.15.06	\$0.00.873	\$5,741,729.25	\$2,293.45	\$2,54,139
Canadian Northern Ry. Co.	37,079,589	1,114,843,597	902,722	144.00	49,063,246.20	1.30.612	.00.994	49,063,246.20	6,835.60	2,46,477
Chicago & North-Western Ry. Co.	25,077,910	7,114,943,296	902,722	283.71	59,018,683.54	2.23.378	.00.787	59,018,683.54	6,835.60	8,10,397
Chicago, Burlington & Quincy R. R. Co.	3,657,838	961,890,466	1,170,043	271.20	6,338,698.60	1.78.091	.00.456	6,338,698.60	7,730.60	2,02,011
Chicago Great Western Ry. Co.	28,504,041	5,156,692,231	708,819	160.20	44,115,059.18	1.14.270	.00.856	44,115,059.18	6,088.75	2,88,592
Chicago, Milwaukee & St. Paul Ry. Co.	10,199,298	3,833,006,743	549,965	237.33	36,531,044.91	2.28.074	.00.953	36,531,044.91	6,238.92	2,68,316
Chicago, Rock Island & Pacific Ry. Co.	7,352,904	1,065,624,628	623,107	213.04	9,423,212.43	1.28.162	.00.404	9,447,983.40	5,940.61	2,10,861
Chicago, St. Paul, Minneapolis & Omaha Ry.	2,713,744	519,627,623	630,167	191.44	3,678,918.04	1.35.066	.00.708	3,686,423.68	4,855.28	1,92,787
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	10,619,043	754,344,350	3,867,194	71.03	7,190,578.31	1.73.364	.01.083	7,190,578.31	37,032.12	6,03,674
Duluth & Iron Range R. R. Co.	413,221	16,012,117	236,411	36.00	144,028.63	.84.866	.00.939	144,028.63	2,268.13	2,33,678
Duluth & Northeastern R. R. Co.	602,696	15,360,778	221,110	25.77	204,229.74	.33.889	.01.315	204,229.74	2,907.60	2,33,678
Duluth & Northern Minnesota Ry. Co.										
Duluth Belt Line.		58,750	1,758	22.74	3,509.66	1.35.928	.06.977	3,509.66	105.06	34,111
Duluth, St. Cloud, Glencoe & Mankato Ry. Co.	14,742,137	1,145,026,645	4,811,086	77.67	10,608,074.62	.71.963	.00.926	10,611,486.50	44,696.07	7,36,863
Duluth, Missabe & Northern Ry. Co.	3,285,475	237,679,869	402,723	72.40	2,025,290.19	.61.644	.00.861	2,042,946.50	3,458.63	1,68,825
Duluth, South Shore & Atlantic Ry. Co.										
Duluth Terminal Ry. Co.										
Duluth, Rainy Lake & Winnipeg Ry. Co.	609,156	15,449,087	249,985	25.36	355,816.67	.58.411	.02.303	355,816.67	6,757.55	2,82,872
Eastern Ry. of Minnesota.										
Great Northern Ry. Co.	18,221,120	4,920,792,536	941,512	270.06	37,175,720.92	2.04.025	.00.755	37,222,848.07	7,121.87	4,24,780
Green Bay & Western R. R. Co.	389,010	38,494,650	171,087	97.70	468,163.00	1.18.820	.01.216	468,163.00	2,080.72	1,66,391
Iowa Central Ry. Co.	2,381,964	399,374,439	715,174	166.67	2,508,327.42	1.05.305	.00.628	2,508,327.42	4,491.76	1,81,110
Mason City & Fort Dodge R. R. Co.	1,023,020	147,388,597	381,589	144.07	1,427,587.49	1.39.540	.00.908	1,427,587.49	3,066.02	2,54,510
Minneapolis & Rainy River Ry. Co.	244,270	8,109,535	114,281	27.55	156,617.91	.45.683	.01.631	156,617.91	2,206.80	2,47,682
Minneapolis & St. Louis R. R. Co.	2,452,890	238,861,401	215,472	97.38	2,681,350.79	1.09.315	.01.123	2,681,350.79	3,092.32	2,88,605
Minneapolis Eastern Ry. Co.										
Minneapolis, Red Lake & Manitoba Ry. Co.										
Minneapolis, St. Paul & Sault Ste. Marie Ry.	4,954,177	1,158,634,051	518,985	233.87	9,506,447.12	1.91.888	.00.820	9,583,076.88	4,370.13	2,74,368
Minneapolis Western Ry. Co.										
Minneapolis & Great Northern Ry. Co.	673,577	49,847,123	269,702	73.97	450,364,753	.66.832	.00.903	455,370.63	2,371.94	2,73,743
Minnesota & International Ry. Co.	337,154	11,631,813	210,340	34.50	129,039.97	.37.883	.01.083	129,039.97	2,979.20	1,57,869
Minnesota & North Wisconsin R. R. Co.										
Minnesota Transfer Ry. Co.										
Northern Pacific Ry. Co.	16,741,470	5,504,444,068	1,011,164	328.79	47,608,243.59	2.84.732	.00.866	47,896,180.63	8,798.83	3,53,936
Park Rapids & Leech Lake Ry. Co.										
Railway Transfer Co. of Minneapolis.										
St. Paul, Minneapolis & Manitoba Ry. Co.										
Willmar & Sioux Falls Ry. Co.	945,725	145,703,303	333,623	104.06	1,690,733.70	1.66.292	.01.091	1,693,006.22	2,647.57	3,09,734
Winona Bridge Ry. Co.										
Winona Central Ry. Co.	4,397,462	809,246,821	794,758	134.03	5,610,782.98	1.27.590	.00.693	5,686,348.83	5,624.68	2,12,495
Wisconsin Central Ry. Co.	521,692	28,745,983	106,073	55.10	497,730.76	.95.409	.01.731	497,730.76	1,896.73	2,43,216
Wisconsin, Minnesota & Pacific R. R. Co.	206,452,205	40,386,535,215	774,366	*195.66	\$341,926,989.35	*\$1.65.645	*\$0.00.847	\$342,669,491.53	*\$6,316.24	*\$2,86,620

*Average.

TABLE XXV. FREIGHT STATISTICS.
 Page 61—No. 17
 AVERAGE RECEIPTS PER TON OF FREIGHT PER MILE CARRIED ON RESPECTIVE ROADS FOR ENTIRE LINES, FOR TEN YEARS.
 AS FOLLOWS:

NAME OF RAILROAD.	1898 Cents	1899 Cents	1900 Cents	1901 Cents	1902 Cents	1903 Cents	1904 Cents	1905 Cents	1906 Cents	1907 Cents
Minnesota & Manitoba Railroad Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Northern Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burlington & Quincy Railway Co.....	.629	.668	.877	.862	.893	.864	.858	.793	.810	.873
Chicago, Great Western Railway Co.....	.....	.....	.780	.687	.689	.740	.722	.704	.699	.656
Chicago, Milwaukee & St. Paul Railway Co.....	.972	.937	.930	.861	.840	.865	.917	.952	.862	.856
Chicago & Northwestern Railway Co.....	.....	.....	.878	.833	.834	.889	.917	.915	.888	.904
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	.976	.960	.972	.957	.967	.932	.916	.931	.931	.854
Chicago, Rock Island & Pacific Railway Co.....	.....	.....	.....	.....	.....	1.013	.944	.931	.930	.953
Dubuque & Sioux City Railroad Co. (Illinois Central).....	.....	.....	.....	.....	.898	.797	.749	.735	.721	.708
Dubuque & Iron Range Railroad Co.....	1.107	1.076	1.058	1.031	1.041	1.046	1.078	1.065	1.076	1.033
Duluth Belt Line.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth & Northeastern Railroad Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Missabe & Northern Railway Co.....	.968	.967	.959	.974	.987	1.004	1.006	.949	.939	.926
Duluth & Northern Minnesota Railway Co.....	.....	.....	3.333	2.338	2.082	1.913	1.212	1.195	1.260	1.315
Duluth, South Shore & Atlantic Railway Co.....	.....	.....	.....	.....	.....	.....	1.016	.939	.850	.851
Duluth Terminal Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Ramsey Lake & Winnipeg Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, St. Cloud, Glencoe & Mankato Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eastern Railway of Minnesota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern Railway Co.....	.986	.989	.966	.925	.915	.850	.....	1.829	2.206	2.303
Green Bay & Western Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Fort Dodge Railroad Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & Kanab River Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis, Red Lake & Manitoba Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis, Eastern Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & St. Louis Railroad Co.....	1.171	1.190	1.212	1.145	1.235	1.238	1.217	1.098	1.153	1.123
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.....	.602	.579	.658	.617	.739	.745	.735	.724	.781	.820
Minnesota Transfer Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota & Great Northern Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & Western Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & International Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota & North Wisconsin Railroad Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific Railway Co.....	1.065	1.040	.988	.944	.900	.858	.880	.832	.828	.866
Park Rapids & Leech Lake Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railway Transfer of Minneapolis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minneapolis & Manitoba Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Northern Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Willmar & Sioux Falls Railway Co.....	1.460	.452	1.574	1.517	1.507	1.335	1.409	1.341	1.228	1.001
Wisconsin Bridge Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central Railway Co.....	.755	.732	.731	.786	.709	.682	.643	.666	.661	.693
Wisconsin, Minnesota & Pacific Railroad Company.....	2.113	2.010	.....	.....	1.200	2.223	1.992	1.909	1.865	1.731

* See Great Northern Railway Report. † Switching roads only. ‡ Not shown.

Page 61A
TABLE XXVI.
TRAFFIC AND MILEAGE STATISTICS, STATE OF MINNESOTA.—TOTAL TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD	Gross Earnings from operation	Gross Earnings from operation per mile of road	Gross Earnings from operation per train mile	Operating Expenses	Operating expenses per mile of road	Operating expenses per train mile	Income from Operation	Income from operation per mile of road
Minnesota & Manitoba Railroad Co.	\$305,138.75	\$6,952.58	\$2,607.00	\$140,116.49	\$3,206.33	\$1,197.11	\$165,022.26	\$3,755.25
Canadian Northern Railway Co.	2,272,580.03	5,032.43	1,591.43	2,539,346.69	3,904.89	1,234.86	733,242.34	1,137.54
Chicago & North Western Railway Co.	5,022,820.72	13,677.26	2,065.62	736,977.93	19,167.18	3,027.55	4,295,842.79	10,089.92
Chicago Great Western Railway Co.	1,556,792.02	12,139.44	1,900.37	1,123,142.40	8,758.12	1,371.04	433,650.62	3,881.32
Chicago, Milwaukee & St. Paul Ry. Co.	10,041,840.61	8,202.74	2,268.50	5,945,521.59	4,909.92	1,383.91	4,096,318.02	3,383.82
Chicago, Rock Island & Pacific Ry. Co.	1,135,756.57	4,024.79	1,585.08	945,047.46	3,338.98	1,182.93	190,708.11	1,672.81
Chicago, St. Paul, Mpls. & Omaha R. R. Co.	4,568,280.12	9,646.68	2,115.19	2,505,161.09	5,416.76	1,187.70	2,063,119.03	4,225.82
Dubuque & Sioux City Railroad (Ill. Cent.)	93,677.73	3,123.63	764.23	3,274,320.00	15,572.72	7,680.00	4,897,163.34	17.24
Dubuque & Iron Range Railroad Co.	8,171,484.00	38,803.71	5,911.64	147,614.53	3,234.50	2,368.80	18,825.11	296.40
Duluth & Northeastern Railroad Co.	106,439.64	2,621.00	2,781.52	221,877.19	3,158.84	2,537.70	21,323.37	392.15
Duluth & Northern Minnesota Railway Co.	243,100.46	3,461.00	7,903.18	5,798.88	93.98	5,705.99	2,104.30	675.09
Duluth Belt Line.	7,903.18	4,375.31	1.31	3,700.98	17.10	5,705.99	675.09	17.15
Duluth, St. Cloud, Glenwood & M. Ry. Co.	4,375.31	46,142.41	7,620.60	4,215,170.41	17,710.80	2,925.63	6,766,728.37	28,431.61
Duluth, Missabe & Northern Railway Co.	10,951,893.61	1,404.50	1,015.58	3,330.43	2,233.49	891.92	461.73	171.01
Duluth, South Shore & Atlantic Ry. Co.	3,792.16	25,206.60	1,015.58	25,447.34	15,630.39	891.92	17,428.75	9,576.21
Duluth Terminal Railroad Co.	45,876.09	6,325.82	.....	240,860.38	3,994.50	1,963.52	156,435.19	2,581.31
Duluth, Rainy Lake & Winnipeg Ry. Co.	403,295.47	11,109.45	3,350.41	11,119,508.98	5,840.42	1,753.47	10,126,860.56	5,319.03
Eastern Railway of Minnesota	21,246,359.54	3,597.08	1,099.92	54,006.94	4,876.78	1,287.29	47,453.85	7,603.06
Great Northern Railway Co.	46,043.06	3,773.71	1,099.92	54,006.94	4,876.78	1,287.29	47,453.85	7,603.06
Green Bay & Western Railroad Co.	3,597.08	4,820.93	1,099.92	54,006.94	4,876.78	1,287.29	47,453.85	7,603.06
Iowa Central Railway Co.	131,785.96	2,326.66	2,610.78	1,654,220.22	2,446.19	1,324.70	1,059,640.08	2,719.96
Macon City & Ft. Dodge Railroad Co.	2,713,869.30	6,066.14	2,173.35	1,654,220.22	2,446.19	1,324.70	1,059,640.08	2,719.96
Minneapolis & St. Louis Railroad Co.	56,530.70	50,927.17	.....	26,453.75	23,410.40	.....	30,076.95	29,616.77
Minneapolis Eastern Railway Co.	37,376.96	1,135.70	.....	43,998.95	1,313.40	.....	46,023.99	293.78
Minneapolis, Red Lake & Manitoba Ry. Co.	5,131,814.12	2,432.34	2,634.13	2,750,560.48	4,918.83	1,411.85	2,381,253.64	4,258.40
Minneapolis, St. Paul & S. Ste. M. Ry. Co.	49,597.65	24,432.34	.....	39,242.77	19,331.41	.....	10,351.88	5,100.93
Minneapolis Western Railway Co.	.....	.....	.....	369,068.97	1,932.78	1,366.16	275,154.47	1,433.54
Minnesota & Great Northern Railway Co.	644,213.44	3,856.32	2,384.70	91,723.21	1,658.04	1,003.97	582,490.23	1,366.16
Minnesota & International Railway Co.	129,861.76	2,348.31	1,421.42	723,293.78	5,421.25	.....	679,989.13	1,600.76
Minnesota & North Wisconsin R. R. Co.	43,234.65	14,847.62	3,193.10	7,678,090.95	7,834.48	1,680.03	6,873,055.52	7,013.14
Minnesota Transfer Railway Co.	14,551,116.47	18,938.50	.....	150,319.49	17,081.75	.....	16,339.51	1,896.75
Park Rapids & Leech Lake Railway Co.	166,659.00	8,114.50	3,540.12	510,659.00	3,313.45	1,663.07	675,965.90	4,301.14
Railway Transfer Co. of Minneapolis	1,086,694.90	6,743.00	1,457.45	204,784.42	4,879.31	1,054.63	78,219.12	1,863.60
St. Paul, Minneapolis & Manitoba Ry. Co.	283,003.54	2,743.90	1,806.79	583,998.43	1,505.02	.....	297,923.08	1,198.88
St. Paul, Sioux Falls Railway Co.	681,861.51	.....	.....	.....	.....	.....	.....	.....
Winona Bridge Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific R. R. Co.	\$88,674,377.74	\$31,052.38	\$3,008.30	\$48,247,178.39	\$6,013.54	\$8,686.80	\$41,855,539.70	\$6,154.81

*Average. †Deficit.

RAILROAD AND WAREHOUSE COMMISSION.

207

Page 61
 TABLE XXVII.
 TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINES.—TOTAL TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD	Gross Earnings from Operation	Gross Earnings from Operation per Mile of Road	Gross Earnings per Train Mile	Operating Expenses	Operating Expenses per Mile of Road	Operating Expenses per Train Mile	Income from Operation	Income from Operation per Mile of Road
Minnesota & Manitoba Railroad Co.	\$8,350,198.08	\$3,338.09	\$8,410.81	\$5,375,701.26	\$2,161.88	\$1,565.69	\$2,974,496.82	\$1,166.21
Canadian Northern Railway Co.	68,578,931.32	9,132.26	1,890.04	44,789,025.33	5,931.82	1,324.86	24,089,905.99	3,190.44
Chicago & North-Western Railway Co.	81,705,807.33	9,218.28	2,439.90	58,184,404.99	8,644.58	1,737.08	23,520,812.34	2,995.51
Chicago, Burlington & Quincy R. R. Co.	8,897,481.31	1,079.33	1,593.86	7,075,395.77	8,645.98	1,967.45	1,823,085.54	2,225.51
Chicago, Milwaukee & St. Paul Railway Co.	60,548,554.45	8,324.44	1,979.56	39,400,410.14	5,116.91	1,383.59	21,145,144.31	2,807.53
Chicago, Rock Island & Pacific Ry. Co.	55,538,487.45	7,964.58	1,870.83	38,466,099.21	5,330.53	1,303.86	16,973,391.24	2,433.95
Chicago, St. Paul, Mpls. & Omaha Ry. Co.	1,042,843.78	8,285.33	1,818.89	2,171,115.81	5,878.35	1,187.88	1,871,727.97	2,375.06
Dubuque & Sioux City Railroad (Ill. Cent.)	5,825,897.02	8,267.86	1,630.70	4,058,767.83	5,841.33	1,338.88	1,767,129.14	2,320.53
Duluth & Iron Range Railroad Co.	8,171,484.00	38,863.71	5,911.64	3,574,320.66	16,672.72	2,368.80	4,697,162.34	23,820.99
Duluth & Northeastern Railroad Co.	166,439.04	2,631.09	1,471.54	227,814.58	2,324.59	.....	18,536.11	296.40
Duluth & Northern Minnesota Railway Co.	248,100.48	3,461.00	2,781.53	121,877.19	3,158.84	2,587.70	31,323.37	303.15
Duluth Belt Line.....	7,908.18	.....	.....	6,885.85	.....	.....	2,517.38	.....
Duluth, St. Cloud, Glencoe & M. Ry. Co.	4,375.31	1.31	67.67	3,700.22	93.98	.....	675.09	17.15
Duluth, Missabe & Northern Railway Co.	10,981,893.61	46,142.41	7,620.66	4,216,170.34	17,710.80	2,925.03	6,766,723.27	28,431.61
Duluth, South Shore & Atlantic Ry. Co.	3,311,878.06	5,606.89	1,552.12	2,320,867.89	3,929.13	1,087.68	991,020.17	1,677.76
Duluth Terminal Railway Co.	45,876.09	25,206.60	.....	28,447.34	15,630.39	.....	17,428.75	9,576.21
Duluth, Rainy Lake & Winnipeg Ry. Co.	403,295.47	6,525.82	.....	246,360.28	3,994.50	1,962.52	156,436.19	2,531.31
Eastern Railway of Minnesota.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern Railway Co.	50,208,035.10	9,606.47	3,123.24	29,446,366.30	5,634.17	1,831.15	20,761,765.80	2,972.30
Green Bay & Western Railroad Co.	643,103.64	2,858.24	1,534.05	403,994.56	1,791.53	.....	240,009.08	1,066.71
Iowa Central Railway Co.	3,216,246.72	5,759.44	1,575.91	2,156,334.05	3,862.31	1,056.82	1,059,412.87	1,897.13
Mason City & Ft. Dodge Railroad Co.	1,956,996.16	5,066.66	1,355.35	1,190,349.47	3,081.31	.....	766,646.69	1,984.85
Minneapolis & Rainy River Railway Co.	185,123.60	2,336.66	2,610.73	152,474.40	2,148.44	2,410.74	12,649.20	1.78
Minneapolis & St. Louis Railroad Co.	4,152,955.97	4,790.48	2,033.44	2,558,542.41	2,950.69	1,253.76	1,594,411.56	1,838.79
Minneapolis Eastern Railway Co.	56,530.70	50,037.17	.....	26,453.75	23,410.40	.....	30,076.95	26,616.77
Minneapolis, Red Lake & Manitoba Ry. Co.	37,375.96	1,115.70	.....	48,998.95	1,313.40	.....	.....	.....
Minneapolis, St. Paul & S. Ste. M. Ry. Co.	12,948,047.75	5,799.79	2,308.00	7,597,595.80	3,403.18	1,354.28	5,350,452.55	2,396.61
Minneapolis Western Railway Co.	49,597.65	24,432.34	.....	39,842.77	19,331.41	.....	10,354.88	5,100.93
Minnesota & Great Northern Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota & International Railway Co.	644,213.54	3,356.32	2,394.70	369,058.97	1,922.78	1,868.16	275,154.57	1,433.54
Minnesota & North Wisconsin R. R. Co.	139,861.76	2,348.31	1,491.48	91,733.21	1,658.64	1,008.97	38,138.55	.....
Minnesota Transfer Railway Co.	43,234.65	3,132.10	3,132.10	723,323.78	53,421.95	.....	50,390.76	5,666.31
Northern Pacific Railway Co.	68,447,455.65	12,573.77	3,043.23	37,601,338.12	6,907.46	1,674.56	30,845,515.53	1,866.75
Park Rapids & Leech Lake Railway Co.	.....	18,936.50	.....	150,319.49	17,081.75	.....	16,339.51	.....
Railway Transfer Co. of Minneapolis.....	166,659.00	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minneapolis & Manitoba Ry. Co.	2,027,611.53	4,642.71	2,107.35	1,852,052.03	3,098.14	1,402.26	674,559.50	1,544.57
Willmar & Sioux Falls Railway Co.	29,570.53	2,718.00	.....	2,851.35	2,768.50	.....	36,728.18	25,949.70
Wisconsin Bridge Railway Co.	7,840,685.49	7,503.80	1,698.73	4,796,342.01	4,710.37	1,068.33	2,844,441.48	2,793.52
Wisconsin Central Railway Co.	736,417.20	2,717.41	1,643.83	428,331.51	1,561.74	.....	3,186.69	1,155.67
Wisconsin, Minnesota & Pacific R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....
	\$480,433,672.06	\$68,850.62	\$2,266.67	\$306,213,334.03	\$5,648.75	\$1,444.73	\$174,897,350.16	\$3,238.52
*Average.								

Page 61A
TABLE XXX.
 TRAFFIC AND MILEAGE STATISTICS, STATE OF MINNESOTA.—TRAIN MILEAGE FOR YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD	Mileage of Revenue Passenger Trains	Mileage of Locomotives Employed in Helping Passenger Trains	Percentage of Revenue Train Helping to Revenue Mileage	Mileage of Revenue Mixed Trains	Mileage of Revenue Freight Trains	Mileage of Locomotives Employed in Helping Mixed and Freight Trains	Percentage of Revenue Train Helping to Revenue Mileage	Total Revenue Train Mileage	Mileage of Non-Revenue Trains
Minnesota & Manitoba Railroad Co.	30,870	285	.73	4,105	82,071	315	.87	117,046	508
Canadian Northern Railway Co.	752,279	13,088	.02	267,738	1,036,366	232,408	1.03	2,056,381	114,386
Chicago & North-Western Railway Co.	119,921	577	.48	138	123,370	8,725	3.03	243,434	154
Chicago, Burlington & Quincy Railroad Co.	421,235	2,898	.67	5,235	392,718	22,488	5.73	819,188	48,102
Chicago, Great Western Railway Co.	1,853,144			224,735	2,552,908			4,680,785	
Chicago, Milwaukee & St. Paul Railway Co.	1,853,144			224,735	2,552,908			4,680,785	
Chicago, Rock Island & Pacific Railway Co.	276,591	12,155	4.39	59,319	381,618	22,741	5.17	718,538	11,126
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,097,580	1,439	.13	106,180	956,014	64,783	6.30	2,159,754	139,765
Dubuque & Sioux City Railroad (Ill. Cent.).	62,786	81	.13	106,180	59,792	168	.28	132,578	951
Duluth & Iron Range Railroad Co.	208,415			14,216	1,159,640	25,778	1.86	1,382,271	119,837
Duluth & Northeastern Railroad Co.									
Duluth & Northern Minnesota Railway Co.				8,760	78,638	1,721	1.97	87,398	5,961
Duluth Belt Line				6,486				6,486	
Duluth, St. Cloud, Glencoe & Mankato Ry. Co.	147,531			53,017	1,240,469			1,441,087	183,485
Duluth, Missabe & Northern Railway Co.	3,734							3,734	
Duluth, South Shore & Atlantic Railway Co.									
Duluth, Terminal Railway Co.				29,640	96,147			125,787	14,950
Duluth, Rainy Lake & Winnipeg Railway Co.									
Eastern Railway of Minnesota			.20	121,391	3,359,812	34,879	1.04	6,341,456	719,518
Great Northern Railway Co.	2,860,233	5,750							
Green Bay & Western Railway Co.	17,544				24,480			42,024	
Iowa Central Railway Co.	42,051	3,89	2.11		31,203	172	.55	73,253	
Mason City & Ft. Dodge Railroad Co.				17,071	46,177			63,248	27,873
Minneapolis & Rainy River Railway Co.	690,151				658,610			1,248,761	30,769
Minneapolis & St. Louis Railroad Co.									
Minneapolis Eastern Railway Co.									
Minneapolis, Red Lake & Manitoba Railway Co.									
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	851,610	950		87,007	1,059,578	618		1,948,195	42,530
Minneapolis Western Railway Co.									
Minnesota & Great Northern Railway Co.									
Minnesota & International Railway Co.	103,831	422	.38	7,253	159,060	5,784	3.48	270,144	22,203
Minnesota & North Wisconsin Railroad Co.					91,360	1,600	1.75	91,360	860
Minnesota Transfer Railway Co.	1,919,189	21,077		148,379	2,502,714	534,269		4,570,193	832,300
Northern Pacific Railway Co.									
Park Rapids & Leech Lake Railway Co.									
Railway Transfer Co. of Minneapolis									
St. Paul, Minneapolis & Manitoba Railway Co.	183,698	124	.10		133,318	6,118	5.00	306,946	18,110
Willmar & Sioux Falls Railway Co.									
Winona Bridge Railway Co.	54,431				139,755			194,177	10,308
Wisconsin Central Railway Co.	233,814	1,613	.72	37,551	152,693	4,377	2.80	414,381	3,433
Wisconsin, Minnesota & Pacific Railroad Co.									
	11,920,538	61,347		1,147,414	16,408,518	961,942		29,476,820	2,269,043

Page 61
TABLE XXXI.
TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINES.—TRAIN MILEAGE FOR YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD	Mileage of Revenue Train	Mileage of locomotives employed in helping passenger trains	Percentage of helping to revenue train	Mileage of revenue mixed trains	Mileage of revenue freight trains	Mileage of locomotives employed in helping to revenue mixed & freight trains	Percentage of helping to revenue train	Total revenue mileage	Mileage of revenue freight trains
Minnesota & Manitoba Railroad Co.	1,185,080	22,692	1.90	265,510	2,013,782	40,543	1.7	2,694,372	345,497
Canadian Northern Railway Co.	16,365,103	68,325	.004	1,197,438	18,807,930	1,431,781	.07	36,376,471	3,697,680
Chicago & North-Western Railway Co.	15,440,476	151,741	.98	1,981,971	16,773,037	997,855	6.43	33,495,484	97,687
Chicago, Burlington & Quincy Railroad Co.	2,447,008	3,538	.0001	6,235	3,180,103	30,024	.0009	6,582,846	84,584
Chicago Great Western Railway Co.	12,194,585	136,865	.89	1,890,430	17,116,405	584,043	3.63	30,695,370	9,391,937
Chicago, Milwaukee & St. Paul Railway Co.	16,122,959	3,986	.11	671,950	18,749,629	288,514	1.55	29,574,438	1,466,883
Chicago, Rock Island & Pacific Railway Co.	3,241,894	7,416	.44	567,030	3,911,695	268,514	6.85	7,720,572	433,703
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,667,994	7,416	.44	13,084	1,900,651	25,761	1.30	3,581,421	42,163
Dubuque & Sioux City Railroad (Ill. Cent.)	208,415			14,216	1,159,640	25,778	1.86	1,882,371	119,837
Duluth & Iron Range Railroad Co.				8,760	78,638	1,721	1.97	87,398	5,961
Duluth & Northeastern Railroad Co.				6,486				6,486	
Duluth & Northern Minnesota Railway Co.				53,017	1,240,469			1,441,067	138,455
Duluth Belt Line	147,581			11,891	1,201,177	108,859	8.97	2,133,771	67,877
Duluth, St. Cloud, Glencoe & Mankato Ry. Co.	920,703	25,838	2.81	29,640	96,147			125,757	14,950
Duluth, Missabe & Northern Railway Co.				387,432	8,375,428	243,005	2.90	16,075,812	1,641,734
Duluth, South Shore & Atlantic Railway Co.				101,088	180,276	6,200	.03	419,320	19,166
Duluth Terminal Railway Co.				197,577	1,187,898			2,040,579	19,166
Duluth, Rainy Lake & Winnipeg Railway Co.				17,071	560,916	21,990	3.92	1,443,908	8,358
Eastern Railway of Minnesota				22,292	906,781			63,948	97,872
Great Northern Railway Co.	7,312,762	9,114	1.25	304,604	3,163,625	3,704		2,042,329	94,867
Green Bay & Western Railroad Co.	137,856							5,610,066	102,906
Iowa Central Railway Co.	655,904								
Mason City & Ft. Dodge Railroad Co.	882,992	14,691	1.66						
Minneapolis & Rainy River Railway Co.									
Minneapolis & St. Louis Railroad Co.	1,113,266								
Minneapolis Eastern Railway Co.									
Minneapolis, Red Lake & Manitoba Railway Co.									
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	2,141,827	3,663							
Minneapolis Western Railway Co.									
Minnesota & Great Northern Railway Co.	103,881	422	.38						
Minnesota & International Railway Co.									
Minnesota Transfer Railway Co.	8,922,675	514,901	5.77						
Northern Pacific Railway Co.									
Park Rapids & Leech Lake Railway Co.									
Railway Transfer Co. of Minneapolis									
St. Paul, Minneapolis & Manitoba Railway Co.	447,950	207							
Willmar & Sioux Falls Railway Co.									
Winona Bridge Railway Co.	1,850,587								
Wisconsin Central Railway Co.	247,602	1,706	.69						
Wisconsin, Minnesota & Pacific Railroad Co.	92,658,643	957,715		7,642,368	111,750,093	6,703,143		211,951,004	20,787,686

TABLE XXXII.

Page 61

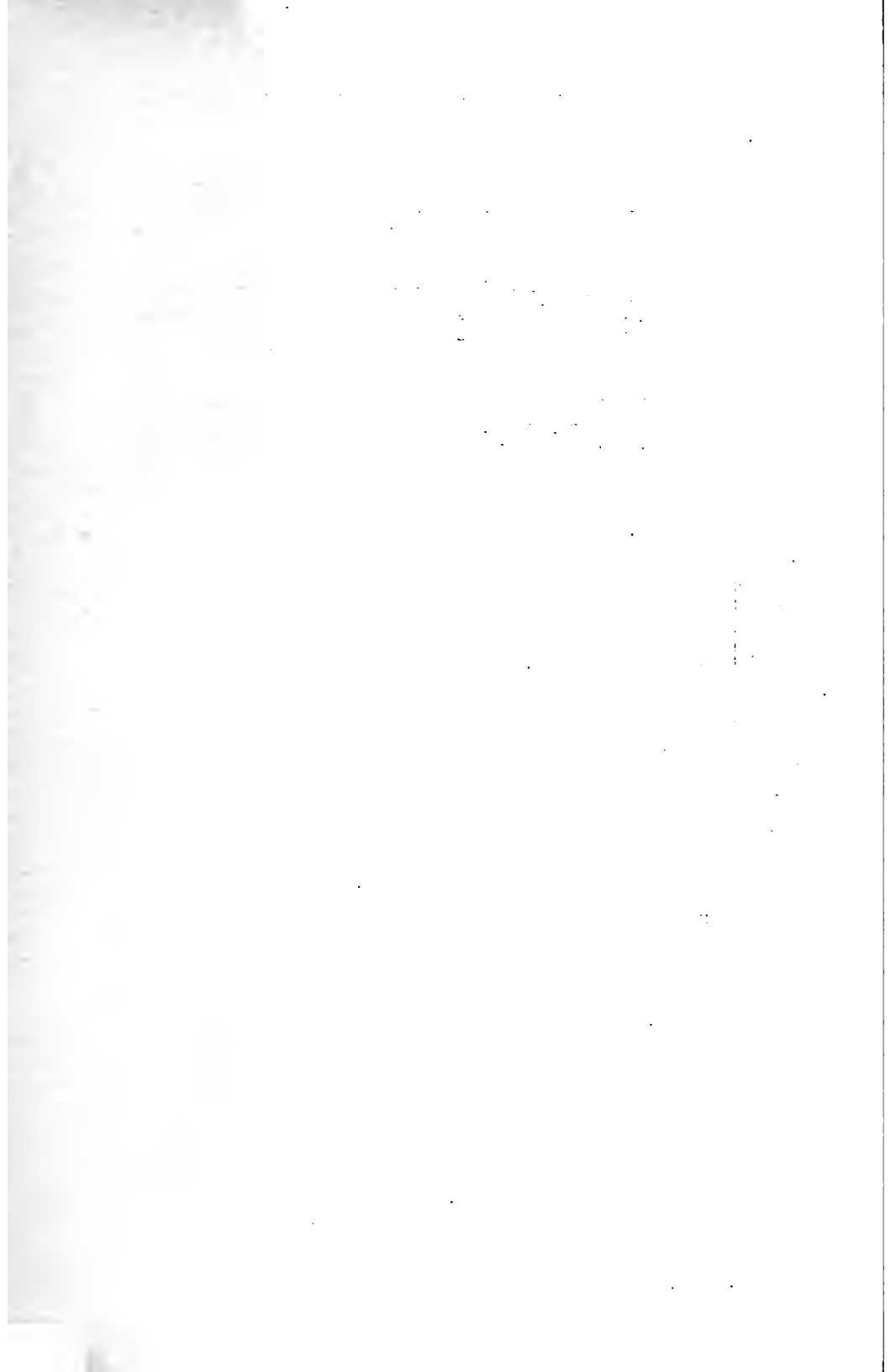
EMPTY AND LOADED FREIGHT CAR MILEAGE, ENTIRE LINES, FOR THE YEARS ENDING JUNE 30, 1906 AND 1907.

NAME OF RAILROAD	1906			1907		
	Mileage of loaded freight cars.	Mileage of empty freight cars.	Percentage of empty to total freight car mileage	Mileage of loaded freight cars.	Mileage of empty freight cars.	Percentage of empty to total freight car mileage
Minnesota & Manitoba Railroad Co.	29,958,977	12,967,195	30	339,398,011	144,875,142	30
Canadian Northern Railway Co.	381,373,238	170,988,451	31	146,862,017	27	26
Chicago & North-Western Railway Co.	59,527,042	25,335,547	30	63,687,784	133,439,739	28
Chicago, Burlington & Quincy Railroad Company.	326,313,913	130,320,916	29	350,065,186	94,139,221	27
Chicago, Great Western Railway Co.	320,343,912	139,220,859	30	255,343,698	32,693,244	26
Chicago, Milwaukee & St. Paul Railway Co.	62,948,837	23,539,638	27	66,964,319	18,828,743	47
Chicago, Rock Island & Pacific Railway Co.	242,993,225	109,035,711	31	33,693,244	12,068,278	26
Dubuque & Sioux City Railroad Co.	30,799,374	10,053,469	25	21,009,641	803,167	50
Dubuque & Iron Range Railroad Co. (Illinois Central)	21,813,195	19,459,984	47	812,203	9,445	47
Duluth & Northeastern Railroad Co.	815,414	809,564	50	97,733,289	7,889,114	39
Duluth & Northern Minnesota Railway Co.	22,595,682	20,781,672	48	1,061,030	1,054,180	50
Duluth, Belt Line.	12,348,400	8,789,968	42	246,094,240	77,885,116	24
Duluth, St. Cloud, Glenore & Mankato Railway Co.	548,510	839,515	50	2,401,264	789,736	24
Duluth, Missabe & Northern Railway Co.				6,648,795	3,666,982	28
Duluth, South Shore & Atlantic Railway Co.				9,392,689		
Duluth, Terminal Railway Co.				16,166,106	3,951,783	20
Duluth, Rainy Lake & Winnipeg Railway Co.						
Eastern Railway of Minnesota.	229,110,663	89,925,969	28			
Great Northern Railway Co.	2,695,989	498,469	16			
Green Bay & Western Railroad Co.	21,852,362	7,072,667	33			
Iowa Central Railway Co.	9,328,936	4,577,130	34			
Mason City & Fort Dodge Railroad Co.						
Minneapolis & Rainy River Railway Co.						
Minneapolis & St. Louis Railroad Co.	15,009,722	4,346,908	22			
Minneapolis Eastern Railway Co.	67,401,563	19,636,471	23			
Minneapolis, Red Lake & Manitoba Railway Co.						
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.						
Minneapolis, Western Railway Co.						
Minnesota & Great Northern Railway Co.	2,543,982	2,008,978	44			
Minnesota & International Railway Co.	898,281	825,251	50	2,405,423	1,082,813	40
Minnesota & North Wisconsin Railroad Co.	303,188,190	112,170,155	37	687,002	683,400	50
Minnesota Transfer Railway Co.				309,504,759	82,714,785	21
Northern Pacific Railway Co.						
Park Rapids & Leech Lake Railway Co.						
Railway Transfer of Minneapolis.						
St. Paul, Minneapolis & Manitoba Railway Co.						
Willmar & Sioux Falls Railway Co.	7,090,557	2,959,359	29	7,643,788	1,839,355	19
Winona Bridge Railway Co.	49,599,959	18,932,309	28	49,339,408	15,544,317	24
Wisconsin Central Railway Co.	1,649,776	710,654	30	1,685,374	625,225	27
Wisconsin, Minnesota & Pacific Railroad Co.						

STATEMENT SHOWING GROSS EARNINGS OF RAILROADS IN MINNESOTA FOR THE YEAR ENDING DECEMBER 31, 1906, AS
TABLE XXXIII.
COMPARED WITH 1905.

NAME OF RAILROAD	Gross Earnings 1905	Taxes 1905	Gross Earnings 1906	Taxes 1906
Canadian Northern Railway Co.....	\$955,142.10	\$10,205.68	\$933,288.60	\$13,331.54
Chicago, Burlington & Quincy Railroad Co.....	998,400.23	11,996.01	841,523.17	13,780.93
Chicago, Milwaukee & St. Paul Railway Co.....	9,335,510.53	369,430.42	9,769,958.06	890,708.33
Chicago & North-Western Railway Co.....	2,943,891.93	117,755.68	3,995,934.33	131,837.40
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	4,008,160.60	163,996.43	4,333,913.97	174,556.53
Chicago, Great Western Railway Co.....	1,848,095.71	53,992.83	1,584,813.11	63,392.52
Chicago, Rock Island & Pacific Railway Co.....	290,392.78	39,611.71	1,106,675.72	45,266.99
Duluth, Missabe & Northern Railway Co.....	7,798,110.16	311,094.40	10,098,842.37	403,558.59
Duluth, South Shore & Atlantic Railway Co.....	2,792.84	111.71	3,487.60	138.30
Duluth Belt Line.....	6,483.10	259.32	7,988.63	319.56
Duluth & Northern Minnesota Railway Co.....	195,833.10	7,813.32	254,354.67	10,174.19
Duluth, Rainy Lake & Winnipeg Railway Co.....	128,741.78	5,149.67	336,525.95	13,461.20
Duluth & Iron Range Railroad Co.....	7,576,141.61	303,005.66	*8,183,071.59	327,130.09
Duluth & Northeastern Railroad Co.....	102,902.99	4,116.11	204,434.92	8,177.40
Duluth & Northern Railway Co.....	18,659,765.21	746,390.61	20,404,866.00	816,194.36
Green Bay & Western Railroad Co.....	2,900.30	116.01	3,183.19	127.53
Dubuque & Sioux City (Illinois Central) Railroad Co.....	83,660.12	3,346.40	93,201.89	3,728.08
Iowa Central Railway Co.....	39,286.11	1,571.44	48,443.06	1,937.68
Minneapolis & St. Louis Railroad Co.....	2,456,579.73	98,263.19	2,462,305.93	98,092.16
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.....	8,303,456.63	152,133.67	4,640,463.30	185,018.53
Minneapolis Eastern Railway Co.....	62,016.02	2,390.68	57,654.60	2,306.18
Minneapolis Western Railway Co.....	59,573.59	2,382.94	53,683.33	2,147.33
Minnesota & North Wisconsin Railroad Co.....	177,895.60	7,115.82	149,561.08	5,982.44
Minnesota & International Railway Co.....	489,400.62	19,576.02	695,937.31	27,837.49
Minnesota Transfer Railway Co.....	25,533.75	1,021.35	22,892.06	916.63
Minnesota & Great Northern Railway Co.....	31,900.85	1,276.03	.....	.....
Minneapolis & Rainy River (I. Lbr. Co.) Railway Co.....	66,106.59	2,644.26	134,894.06	5,395.56
Mason City & Fort Dodge Railroad Co.....	110,218.62	4,498.74	135,443.69	5,017.75
Minneapolis, Red Lake & Manitoba (R. L. T. Co.) Railway Co.....	5,743.80	299.75	87,443.27	2,697.73
Northern Pacific Railway Co.....	12,207,113.48	488,284.54	13,818,399.72	552,535.09
Railway Transfer Co. of Minneapolis.....	159,409.65	6,376.11	162,355.90	6,494.84
Sault Rock & Northern Railway Co.....	16,748.58	669.94	832.43	32.54
Wisconsin, Minnesota & Pacific Railroad Co.....	624,409.09	24,294.36	648,659.29	25,040.57
Wisconsin Central Railway Co.....	264,176.14	10,667.06	276,196.42	11,047.86
Winnona Bridge Railway Co.....	12,151.90	455.28	13,256.17	530.31
Willmar & Sioux Falls Railway Co.....	1,064,996.09	42,167.80	1,039,414.65	41,676.09
	\$75,391,924.91	\$3,015,676.94	\$84,751,846.86	\$3,389,881.14

*Includes balance of 1903 earnings taxed on the basis of 3 per cent.



RAILWAY COMPANIES' REPORTS

TO THE

RAILROAD AND WAREHOUSE

COMMISSION

FOR THE

YEAR ENDING JUNE 30, 1907.

NOTE—All of these reports are duly verified by the proper officers of the respective companies.

THE MINNESOTA & MANITOBA RAILROAD COMPANY

EXPLANATORY REMARKS.

This report is a financial report only. The company leased its lines to the Canadian Northern Railway, which company operates them.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Minnesota & Manitoba Railroad Company.

2. Date of organization? March 1, 1899.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota.

7. What carrier operates the road of this company? The Canadian Northern Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Hector Baxter.....	Minneapolis, Minnesota.....	} Elected for one year or until election of new board.
C. H. Childs.....	Minneapolis, Minnesota.....	
D. W. Knowlton.....	Minneapolis, Minnesota.....	
C. E. Sanford.....	Minneapolis, Minnesota.....	
E. W. Hawley.....	Minneapolis, Minnesota.....	

Total number of stockholders at date of last election? Five.

Date of last meeting of stockholders for election of directors? May 30, 1899.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Toronto, Ont.

Give name and address of officer to whom correspondence regarding this report should be addressed Name, D. B. Hanna; title, third vice president; address, Toronto, Ontario.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	Hector Baxter.....	Minneapolis, Minnesota
Secretary	E. W. Hawley.....	Minneapolis, Minnesota
Treasurer	A. W. Mackenzie.....	Toronto, Ontario
General solicitor	} Hector Baxter.....	Minneapolis, Minn.
Attorney or general counsel..		

(Page 13.) PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[For Roads Not Making Operating Reports.]

Name of Railroad the Income of Which from Lease, or from Other Assignment for Operation, is Included in the Income Account Page 48

NAME.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Contracted Time.
	From Boundary	To Boundary			
The Minnesota & Manitoba Railroad Co.....			The Canadian Northern Ry Co.	Lease for 99 years	48 10

Lease of Minnesota & Manitoba Railway Co. to The Canadian Northern Railway Co. from international boundary at Rainy River, Ontario, to international boundary with Manitoba at a point 0.87 miles west of Warroad, Minn.

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

Under lease dated December 31, 1901, this company leased its line and property, etc., to the Canadian Northern Railway for a term of ninety-nine years from October 1, 1901, at an annual rental of \$26,190.

By supplemental agreement the rental is fixed at \$26,460 per year, commencing July 1, 1903.

(Page 17.)

CAPITAL STOCK.

Common—

Total par value authorized.....	\$1,000,000.00
Total amount issued and outstanding.....	400,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Construction—

Common—

Total number shares issued and outstanding.....	400,000
---	---------

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding		Interest			
	Date of Issue	When Due					Rate	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage bonds.....	June 30 1901	Sept. 30 1931	\$349,000.00	\$349,000.00	\$349,000.00	.....	4 }	April 1.....	\$18,960.00	\$18,960.00
General mortgage bonds, second to the first mortgage bonds.....			250,000.00	250,000.00	250,000.00	.....	5 }	Oct. 1.....	12,500.00	25,000.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 33.)

INCOME ACCOUNT.

(For Roads Not Making Operating Reports.)

Income from lease of road.....	\$26,460.00	\$26,460.00
Deductions from Income—		
Interest on interest-bearing current liabilities, etc.....	\$26,460.00	26,460.00
Net income.....		

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

The only contract is the lease to the Canadian Northern Railway Company, which operates this line with respect to all traffic.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.
See Table XVII.

(Page 67.) C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	43.70	.....	43.70	.....	.....	43.70
Total mileage owned (single track)	43.70	.....	43.70	.....	.....	43.70

CANADIAN NORTHERN RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Canadian Northern Railway Company.

2. Date of organization? January 13, 1899.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under Dominion of Canada charter.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The present Canadian Northern Railway is a company formed by the various amalgamations given below:

(a) 1899, Winnipeg Great Northern Railway Company (1887 c. 81, 1890 c. 80, 1894 c. 94, 1896 c. 40, Dom. acts) and Lake Manitoba Railway & Canal Company (1892 c. 41, 1895 c. 52, 1897 c. 49, 1898 c. 70, Dom. acts).

(b) 1900, Manitoba & Southeastern Railway Company (1889 c. 60, 1890 c. 77, 1892 c. 46, 1893 c. 53, 1895 c. 53, 1897 c. 53, 188 c. 75, Dom. acts).

(c) 1900, Ontario & Rainy River Railway Company (1891 c. 82, 1898 c. 81, 1899 c. 80, 1900 c. 69, Dom. acts; 1886 c. 75, Ont. legs.)

(d) 1903, Morden & Northwestern Railway Company (1901 c. 61, 1902 c. 64, Man. legs.).

(e) 1903, Western Extension Railway Company (1903 c. 67, Man. legs.).

5. Date and authority for each consolidation?

(a) January 13th, 1899, legislation of the parliament of the Dominion of Canada.

(b) April 28, 1900.

(c) May 3, 1900.

(d) January 26, 1900.

(e) September 28, 1903.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not reorganized.

7. What carrier operates the road of this company? The Canadian Northern Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Wm. Mackenzie.....	Toronto	} Until election of suc- cessors.
D. D. Mann.....	Toronto	
Z. A. Lash.....	Toronto	
Frederic Nicholls.....	Toronto	
R. M. Horne-Payne.....	London, England.....	

Total number of stockholders at date of last election? Six.

Date of last meeting of stockholders for election of directors? October 23, 1906.

Give postoffice address of general office? Toronto, Ontario.

Give postoffice address of operating office? Winnipeg, Manitoba.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, D. B. Hanna; title, third vice president; address, Toronto, Ontario.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	Wm. Mackenzie.....	Toronto, Ontario
Vice-president	D. D. Mann.....	Toronto, Ontario
Third vice-president.....	D. B. Hanna.....	Toronto, Ontario
Secretary	W. H. Moore.....	Toronto, Ontario
Chief accountant.....	John D. Morton.....	Toronto, Ontario
Director and general counsel..	Z. A. Lash.....	Toronto, Ontario
Chief solicitor.....	Gerard G. Ruel.....	Toronto, Ontario
Assistant solicitor.....	G. F. Macdonnell.....	Toronto, Ontario
Comptroller	Included with 3rd vice-pres....	
Auditor	C. E. Friend.....	Winnipeg, Manitoba
General manager.....	At June 30 D. B. Hanna was 3rd vice-pres. and gen. mgr.	
Chief engineer.....	M. H. Macleod.....	Winnipeg, Manitoba
General superintendent.....	W. A. Brown.....	Winnipeg, Manitoba
Division superintendent.....	J. R. Cameron.....	Port Arthur, Ontario
Division superintendent.....	A. Wilcox.....	Winnipeg, Manitoba
Division superintendent.....	J. W. Dawsey.....	Dauphin, Manitoba
Division superintendent.....	C. Carey.....	Edmonton, Alberta
Superintendent of telegraph...	Scott Griffin.....	Winnipeg, Manitoba
Traffic manager.....	Geo. H. Shaw.....	Winnipeg, Manitoba
Asst. general freight agent....	Geo. Stephen.....	Winnipeg, Manitoba
Asst. general passenger agent..	C. W. Cooper.....	Winnipeg, Manitoba
Superintendent of express.....	Scott Griffin.....	Winnipeg, Manitoba
Land, immigration and indus- trial department.....	{ Gen. Agt., A. D. Davidson... { Gen. Agt., A. D. McRae.... { Gen. Agt., A. R. Davidson...	Toronto, Ontario Winnipeg, Manitoba Winnipeg, Manitoba

(Page 8.)

EXPLANATORY REMARKS.

The mileage shown on page 9A is also included in the statement of Canadian Northern Railway mileage on page 9.

PROPERTY OPERATED—STATE OF MINNESOTA

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. & B. None in Minnesota.	International Boundary between Ontario and U. S. A.	International Boundary between Manitoba and U. S. A.	43.70	43.70
2. The Minnesota & Manitoba Railroad Co.	International Boundary between Ontario and U. S. A.	International Boundary between Manitoba and U. S. A.	43.70	43.70
3. The Minnesota & Manitoba Railroad Co.	International Boundary between Ontario and U. S. A.	International Boundary between Manitoba and U. S. A.	43.70	43.70
4. None				
5. None				

PROPERTY OPERATED.

(Page 0.)

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Canadian Northern Railway.....	Port Arthur	Rainy River	286.90	1,146.26
	International Boundary	Winnipeg	108.00	
	Beaver	Edmonton	751.86	
B. Branches	Stanley Jct.	Gunflint	66.90	
	Carman Jct.	Soudan	78.60	
	Hartney Jct.	Victon	37.40	
	Neepawa Jct.	McCreary Jct.	70.40	
	Gilbert Plains Jct.	Prince Albert	360.60	
	Sifton Jct.	Winnipegosis	91.20	
	Emerson Jct.	South Jct.	79.70	
	Rosburn Jct.	Rosburn	79.00	
	Greenway	Adelphi	52.10	
	Arizona Jct.	Morris and Brandon Jct.	77.00	1,098.76
	Brandon Jct.	Carberry Jct.	22.80	
	Oak Point Jct.	Oak Point	60.40	
	Rattleford	Rattleford Jct.	8.00	
	Edmonton Jct.	Morinville	22.90	
	Edmonton	Stony Plains	21.40	
	Oakland	Totogan	17.30	
	Thunderhill Jct.	Provincial Boundary	20.10	
			9.96	
Winnipeg Transfer Tracks.....				
2. Minnesota & Manitoba Railroad.....	International Boundary	International Boundary	43.70	43.70
3. A. The Manitoba Railway, Main Line.....	Winnipeg	Beaver	75.64	
B. Branches	Portage Jct.	International Boundary	62.80	350.68
	Morris	Brandon	145.80	
	Hartney Jct.	Hartney	50.90	
	Delta Jct.	Delta	14.80	
Winnipeg Transfer Tracks.....			1.24	
Total				2,639.40

(Page 11.)

PROPERTY OPERATED.
[For Roads Making Operating Reports.]

Name of all Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of Which Affect the General Balance Sheet--Pages 49 and 51.

Name	Character of Business	Title Owned, Leased, Etc.	State or Territory
Minnesota & Ontario Bridge Co....	Bridge Co.....	Controlled by Stock..	Canadian
Lake Superior Terminal Co., Ltd..	Terminal Co.....	Controlled by Stock..	Canadian
Canadian Northern Telegraph Co..	Telegraph Co.....	Controlled by Stock..	Canadian
Winnipeg Land Co., Ltd.....	Terminal Co.....	Controlled by Stock..	Canadian

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

The reporting company is not a subsidiary road.

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	307,505
Par value of shares.....	\$100.00
Total par value authorized.....	\$30,750,000.00
Total amount issued and outstanding.....	\$30,750,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Construction—

Common—

Total number shares issued and outstanding.....	307,500
---	---------

(Page 10.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage bonds, balance of old issue being exchanged for new issue.....	1904	1930	\$2,079,886.67	\$2,079,886.67	\$2,079,886.67	.....	4	Various dates	\$83,521.40	\$87,904.90
First mortgage bonds, new issue.....	1904	1930	9,960,000.00	8,467,513.33	8,467,513.33	.....	4	June & Dec.	306,006.22	306,006.22
First mortgage bonds, Ontario Division	1900	1930	5,745,586.66	5,745,586.66	5,745,586.66	.....	4	June & Dec.	230,815.03	230,815.03
Guaranteed debenture stock.....	1903	1933	9,360,000.00	9,359,996.72	9,359,996.72	.....	3 1/2	Mar. & Sept.	280,799.50	280,799.90
Perpetual consolidated debenture stock	1903	.....	1,946,666.66	1,946,666.66	1,946,666.66	.....	4	June & Dec.	.....	.....
.....	1905	.....	2,920,000.00	2,920,000.00	2,920,000.00	.....	4	June & Dec.	.....	.....
.....	1906	.....	6,034,666.66	6,034,666.66	6,034,666.66	.....	4	June & Dec.	446,054.30	416,034.30
.....	1907	.....	500,050.00	500,050.00	500,050.00	.....	4	June & Dec.	.....	.....
.....	1907	.....	2,920,000.00	2,920,000.00	2,920,000.00	.....	4	June & Dec.	.....	.....
Land grant bonds.....	1899	1919	2,000,000.00	2,000,000.00	2,000,000.00	.....	4	Aug. & Feb.	80,000.00	80,000.00
Total—										
Mortgage bonds.....			\$41,466,556.65	\$39,974,366.70	\$39,974,366.70	.....			\$1,347,196.45	\$1,351,580.35
Miscellaneous obligations.....			2,000,000.00	2,000,000.00	2,000,000.00	.....			80,000.00	80,000.00
Grand total.....			\$43,466,556.65	\$41,974,366.70	\$41,974,366.70	.....			\$1,427,196.45	\$1,431,580.35

*Bonds given to contractors in payment for construction of railway. Have no means of knowing amount received for each issue.

†For part of year only.

FUNDED DEBT—Continued.
Equipment Trust Obligations.
A. GENERAL STATEMENT.

Series or Other Designation	Date of Issue	Term	Number of Payments	Equipment Covered
Series A.....	Nov., 1902	10 years	10	32 locomotives, 7 passenger cars, 900 freight cars.
Series B.....	Aug., 1903	10 years	10	400 freight cars.
Series C.....	April, 1904	7 years	14	20 locomotives, 8 passenger cars, 248 freight cars.
Series D.....	May, 1904	7 years	14	12 locomotives, 10 passenger cars, 321 freight cars.
Series E.....	March, 1904	7 years	28	470 freight cars.
Series F.....	March, 1904	7 years	28	200 freight cars.
Series G.....	Sept., 1904	10 years	10	7 locomotives, 21 passenger cars, 331 freight cars.
Series H.....	Sept., 1904	7 years	84	525 freight cars.
Series I.....	Oct., 1905	10 years	10	12 locomotives, 52 passenger cars, 587 freight cars.
Series K.....	June, 1906	10 years	9	46 locomotives, 51 passenger cars, 1,382 freight cars, snow plow.
Series M.....	Nov., 1909	10 years	9	11 passenger cars, 550 freight cars.

B. STATEMENT OF AMOUNT.

Series or Other Designation	Cash Paid on Delivery of Equipment	Deferred Payments—Principal		Deferred Payments—Interest			
		Original Amount	Amount Outstanding	Original Amount	Amount Outstanding	Amount Accrued During Year	Rate Per Cent.
Series A.....	\$74,596.00	\$1,330,148.21	\$940,148.21	\$428,066.58	\$157,533.28	\$49,021.03	5
Series B.....	160,600.00	350,000.00	245,000.00	96,250.00	42,875.00	12,410.60	5
Series C.....	160,600.00	483,748.66	278,426.68	117,913.16	40,437.85	20,229.08	5
Series D.....	113,380.98	430,281.98	230,507.83	117,913.16	40,437.36	20,508.20	5
Series E.....	48,350.65	184,383.83	98,778.15	*	*	15,482.82	6 1/2
Series F.....	178,828.30	450,000.00	360,000.00	123,750.00	72,000.00	18,682.56	6 1/2
Series G.....	1,339.02	433,897.95	239,331.04	*	*	18,379.13	5
Series H.....	370,388.67	1,000,000.00	925,000.00	270,225.00	204,432.50	42,754.56	4 1/2
Series K.....	851,443.42	2,200,000.00	2,200,000.00	575,887.50	486,000.00	97,754.16	4 1/2
Series L.....	196,182.80	500,000.00	500,000.00	137,385.00	136,135.00	14,948.66	4 1/2
Series M.....	\$2,155,424.84	\$7,905,706.59	\$6,311,618.56	\$1,862,390.40	\$1,169,810.40	\$312,389.17	.....
Total.....						\$306,948.79	.....

* Equipment notes include interest.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The Canadian Northern Express Company operates over the line of this company.
2. The company transports mails over its Minnesota mileage, receiving such compensation as is from time to time fixed.
3. The company operates its own sleeping and dining cars.
5. The company has a lease of the Minnesota & Manitoba Railway, which it owns.
7. The Canadian Northern Telegraph Company, which is owned by the reporting company, owns the telegraph lines on this company's right of way.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	33	491,498	491,531	54.75
Flour	50	7,588	7,638	.85
Other mill products.....	211	2,305	2,516	.28
Hay	269	540	809	.09
Tobacco				
Cotton				
Fruit and vegetables.....	81	124	205	.02
Other products of agriculture.....				
Total	644	502,055	502,699	55.99
Products of Animals—				
Live stock.....	79	25	104	.01
Dressed meats.....	11	52	63	.01
Other packing house products.....	5	74	79	.01
Poultry, game and fish.....	23	5	28	
Wool				
Hides and leather.....	7		7	
Other products of animals.....				
Total	125	156	281	.03
Products of Mines—				
Anthracite coal				
Bituminous coal		67,306	67,306	7.50
Coke				
Ores				
Stone, sand and other like articles.....		45	45	
Other products of mines.....				
Total		67,351	67,351	7.50
Products of Forests—				
Lumber	51,002	146,778	197,780	22.03
Other products of forests.....				
Total	51,002	146,778	197,780	22.03
Manufactures—				
Petroleum and other oils.....	11	1,819	1,830	.20
Sugar	10	3,341	3,351	.37
Naval stores.....				
Iron, pig and bloom.....				
Iron and steel rails.....		60,839	60,839	6.78
Other castings and machinery.....	5	779	784	.09
Bar and sheet metal.....		30	30	
Cement, brick and lime.....	29	892	921	.10
Agricultural implements.....	1	69	70	.01
Wagons, carriages, tools, etc.....	3	438	441	.05
Wines, liquors and beers.....	87	945	1,032	.12
Household goods and furniture.....	147	1,065	1,212	.14
Other manufactures.....				
Total	293	70,217	70,510	7.86
Merchandise	79	34,768	34,847	3.88
Miscellaneous—				
Other commodities not mentioned above....	480	23,866	24,346	2.71
Total tonnage—Minnesota.....	52,623	845,191	897,814	100.00
Total tonnage—entire line.....			1,886,964	

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	1,146.26	1,088.80	43.70	349.48			2,628.20	157.20		2,628.20
Winning Transfer tracks.....		9.00		1.34			11.20			11.20
Total mileage operated (all tracks).....	1,146.26	1,098.76	43.70	350.82			2,639.40	157.20		2,639.40

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Ontario.....	286.80	66.90					353.70			353.70
Manitoba.....	284.76	791.76					1,427.90	104.00		1,427.90
Saskatchewan.....	404.80	196.80					600.60	8.00		600.60
Alberta.....	169.90	44.30					214.20	44.30		214.20
Minnesota.....							43.70			43.70
Total mileage operated (single track)....	1,146.26	1,098.76	43.70	350.82			2,639.40	157.20		2,639.40

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Ontario.....	286.80	66.90	353.70			353.70
Manitoba.....	284.76	791.76	1,076.52	76.40		1,076.52
Saskatchewan.....	404.80	196.80	600.60	8.00		600.60
Alberta.....	169.90	44.30	214.20	44.30		214.20
Total mileage owned (single track).....	1,146.26	1,098.76	2,245.02	180.83		2,245.02

(Page 97 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....			43.70	43.70			43.70			
Total mileage operated (all tracks).....			43.70	43.70			43.70			

N. B.—The 43.7 miles shown above is the mileage of a proprietary company, but is nevertheless operated under lease. The total mileage in Minnesota is 43.7.

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota										
Minnesota & Manitoba Railway.....			43.70	43.70			43.70			
Total mileage operated (single track)....			43.70	43.70			43.70			

See note under "A."

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock			Mileage of Proprietary Co. Served by Reporting Co.	Total Mileage Owned	New Line Constructed During Year	Rail:	
	Main Line	Branches and Spurs					Iron	Steel
Minnesota & Manitoba Ry. Co.....				43.70	43.70			
Total mileage owned (single track).....				43.70	43.70			

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago & North-Western Railway Company.

2. Date of organization? June 7, 1859.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under act of Illinois legislature, approved February 19, 1859, and under act of Wisconsin legislature, approved March 14, 1859; certificate made June 6, 1859.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Other companies have been consolidated with the Chicago & North-Western Railway Company, as follows:

Name of Company.	State.	Charter or Organization Under General Laws.
Dixon, Rockford & Kenosha Ry. Co....	Ill. and Wis....	Organized Jan. 16, 1864.
Galena & Chicago Union R. R. Co....	Illinois.....	Chartered by act of Ill. Jan. 16, 1836. Amended by act of Ill., Mar. 4, 1837. Amended by act of Ill., Feb. 24, 1847. Amended by act of Ill., Feb. 11, 1853. Amended by act of Ill., Feb. 25, 1854. Amended by act of Ill., Feb. 15, 1855.
Peninsular Railroad Co.....	Michigan.....	Organized Feb. 3, 1862.
Beloit & Madison R. R. Co.....	Wisconsin....	Chartered by act of Wis., Feb. 18, 1852.
Baraboo Air Line R. R. Co.....	Wisconsin....	Chartered by act of Wis., Mar. 8, 1870. Amended by act of Wis., Jan. 31, 1871.
La Crosse, Trempealeau & Prescott R..	Wisconsin....	Chartered by act of Wis., Mar. 6, 1857. Amended by act of Wis., April 4, 1864.
Menominee River R. R. Co.....	Michigan.....	Organized Feb. 9, 1875.
Escanaba & Lake Superior Ry. Co.....	Michigan.....	Organized Nov. 24, 1880.
Elgin & State Line R. R. Co.....	Illinois.....	Chartered by act of Ill., Feb. 12, 1859.
Chicago, Milwaukee & North-Western..	Ill. and Wis...	Organized Mar. 19, 1881.

5. Date and authority for each consolidation?

Date of Consolidation.	Companies Acquired by Consolidation.	Authority for Consolidation.
Jan. 19, 1864	Dixon, Rockford & Kenosha R. R. Co.....	General railroad law.
June 2, 1864	Galena & Chicago Union R. R. Co.....	Authority conferred by charter.
Oct. 21, 1864	Peninsular R. R. Co.....	General railroad law.
Jan. 10, 1871	Beloit & Madison R. R. Co.....	Authority conferred by charter.
Mar. 10, 1871	Baraboo Air Line R. R. Co.....	Authority conferred by charter.
June 6, 1877	La Crosse, Trempealeau & Prescott R. R. Co.	Authority conferred by charter.
July 1, 1882	Menominee River R. R. Co.....	General railroad law.
July 1, 1882	Escanaba & Lake Superior Ry. Co.....	General railroad law.
June 7, 1883	Elgin & State Line R. R. Co.....	Authority conferred by charter.
June 7, 1883	Chicago, Milwaukee & Northwestern Ry. Co.,	General railroad law.

The following named companies are controlled by the C. & N.-W. Ry. Co. by ownership of capital stock and no distinction is made in this report by reason of their separate incorporation.

Name of Company.	Where Organized.	Charter or Organization.
Princeton & Western Ry. Co.....	Wisconsin	Organized Aug. 1, 1885
Florence County Ry. Co.....	Wisconsin	Organized Aug. 26, 1898
DePue, Ladd & Eastern Ry. Co.....	Illinois	Organized Aug. 14, 1888
Milwaukee & State Line Ry. Co.....	Wisconsin	Organized Feb. 4, 1905
Manitowoc, Green Bay & Northwestern Ry. Co.,	Wisconsin	Organized Nov. 17, 1904

LEASED LINES.

St. Paul Eastern Grand Trunk Ry. Co.....	Wisconsin	Organized Sept. 3, 1872
--	-----------------	-------------------------

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Marvin Hughitt.....	Chicago, Illinois.....	October, 1907
Frank Work.....	New York, New York.....	October, 1907
James Stillman.....	New York, New York.....	October, 1907
Oliver Ames.....	Boston, Massachusetts.....	October, 1907
Zenas Crane.....	Dalton, Massachusetts.....	October, 1907
W. K. Vanderbilt.....	New York, New York.....	October, 1908
F. W. Vanderbilt.....	New York, New York.....	October, 1908
H. McK. Twombly.....	New York, New York.....	October, 1908
Byron L. Smith.....	Chicago, Illinois.....	October, 1908
Cyrus H. McCormick.....	Chicago, Illinois.....	October, 1908
Chauncey Keep.....	Chicago, Illinois.....	October, 1908
Chauncey M. Depew.....	New York, New York.....	October, 1909
Samuel F. Barger.....	New York, New York.....	October, 1909
James C. Fargo.....	New York, New York.....	October, 1909
H. C. Frick.....	Pittsburgh, Pennsylvania.....	October, 1909
David P. Kimball.....	Boston, Massachusetts.....	October, 1909
*Albert Keep.....	Chicago, Illinois.....	October, 1909

*Deceased May 11, 1907.

Total number of stockholders at date of last election? 4,574.

Date of last meeting of stockholders for election of directors? October 18, 1906, at Chicago, Ill.

Give postoffice address of general office? Chicago and New York.

Give postoffice address of operating office? Chicago, Ill.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, J. B. Redfield; title, auditor; address, Chicago, Ill.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	Marvin Hughitt.....	Chicago, Illinois
Vice-president.....	Eugene E. Osborn.....	New York City, New York
Vice-president, oper. and maint.....	W. A. Gardner.....	Chicago, Illinois
Vice-president, traffic.....	H. R. McCullough.....	Chicago, Illinois
Vice-president, accounting.....	M. M. Kirkman.....	Chicago, Illinois
Vice-president, construction.....	I. M. Whitman.....	Chicago, Illinois
Secretary.....	Eugene E. Osborn.....	New York City, New York
Treasurer.....	R. H. Williams.....	New York City, New York
General counsel.....	Lloyd W. Bowers.....	Chicago, Illinois
Auditor.....	J. B. Redfield.....	Chicago, Illinois
General manager.....	R. H. Aishton.....	Chicago, Illinois
Assistant general manager.....	W. D. Cantillon.....	Chicago, Illinois
Chief engineer.....	E. C. Carter.....	Chicago, Illinois
General superintendent.....	W. E. Morse.....	Chicago, Illinois
Asst. general superintendent.....	T. A. Lawson.....	Chicago, Illinois
Division superintendents, Minnesota lines.....	{ E. G. Schevenell..... O. H. McCarty..... E. E. Smith.....	Winona, Minnesota Mason City, Iowa Eagle Grove, Iowa
Superintendent of telegraph.....	G. W. Dailey.....	Chicago, Illinois
Freight traffic manager.....	M. Hughitt, Jr.....	Chicago, Illinois
Passenger traffic manager.....	W. B. Kniskern.....	Chicago, Illinois
General freight agent.....	E. D. Brigham.....	Chicago, Illinois
General passenger agent.....	C. A. Cairns.....	Chicago, Illinois
General ticket agent.....	C. A. Cairns.....	Chicago, Illinois
General baggage agent.....	Frank D. Taylor.....	Chicago, Illinois
Land commissioner.....	J. F. Cleveland.....	Chicago, Illinois

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Lines chartered as or consolidated with Chicago & North-				
western Railway Co.....	Winona, Minnesota	State Line.....	277.03	
	Tracy, Minnesota.....	State Line (Gary).....	58.00	
	Tyler, Minnesota.....	State Line.....	25.40	
	Iowa State Line.....	Sanborn	59.30	
	Sanborn	Vesta	26.40	
	Iowa State Line.....	Fox Lake, Minnesota.....	53.33	
	Iowa State Line.....	Elmore .....	.34	
	Mankato Junction.....	Mankato	3.75	
	Mankato	New Ulm.....	25.58	
	Sleepy Eye.....	Redwood Falls.....	24.40	
	Rochester	Zacharia	24.48	
	Eyota	Plainview	15.01	
	Eyota	Chalfield	11.16	
	Evans	Marshall	45.82	
Total			650.30	650.30

PROPERTY OPERATED.

Miles of Completed Road June 30, 1907

Lines Represented by Capital Stock of Chicago
& North-Western Ry. Co.

	Total	Ill.	Iowa	Wisc.	Mich.	Minn.	No. Dak.	Neb.	Wyo.
Chicago to Council Bluffs.....	491.00	137.88	353.12						
Chicago to Freeport.....	121.00	121.00							
So. Bra. Jct. to River (Chicago).....	4.50	4.50							
Leavenworth to Williams Bay.....	51.04	35.82		15.22					
St. Charles to Aurora.....	11.80	11.80							
Cortland to Sycamore.....	4.64	4.64							
Bayview to Spring Valley.....	75.75	75.75							
Nei-on to Con. P. & P. U. Peoria.....	82.98	82.98							
Clinton to Anamosa (Quarry).....	73.57	73.57							
Stanwood to Tipton.....	8.50	8.50							
(cut-off near Cedar Rapids).....	5.96	5.96							
Des Moines to Jewell Rapids.....	59.09	59.09							
Boone to Coal Banks.....	3.25	3.25							
Carroll to Harlan (end of track).....	41.11	41.11							
Manning to Audubon.....	17.00	17.00							
Belle Plaine to Stark.....	60.36	60.36							
Stark to end of track (Buxton).....	21.55	21.55							
Belle Plaine to Sanborn.....	241.20	140.83	100.37						
Tama to Elmore.....	164.56	164.23	.34						
Elmore Junction to Alden.....	96.40	96.40							
Elmore Junction to Howard (State Line).....	145.90	145.80							
Knight Grove to Hawarden.....	45.66	45.66	12.96						
Hurt to Fox Lake, Minnesota.....	141.53	141.53							
Jewell Junction to Omaha.....	13.00	13.00							
Naples River to Carnarvon.....	99.87	99.87							
Wall Lake to Sargent's Bluff.....	24.80	24.80							
Wall Lake to Denison.....	61.30	61.30							
Boyer to Mondakun.....	75.65	75.65							
Missouri Valley to Sioux City.....	587.08	587.08	181.78					460.30	
California Junction to Deadwood, S. D.....	27.76	27.76						37.76	
Omaha to Arlington.....	127.26	127.26						137.26	
Fremont to Hastings.....	134.14	134.14						194.14	
Linwood to Kansas State Line beyond Superior.....	45.11	45.11						45.11	
Platte River to Lincoln.....	10.36	10.36						10.36	
Junction near Irvington to So. Omaha including Con. to U. S. Yards & Omaha.....	113.91	113.91						113.91	
Junction near Scribner to Oakdale (via Albion).....	149.40	149.40						113.81	
Norfolk to end of track (Gregory, S. D.).....	188.48	188.48						58.02	130.46
Dakota Junction to Casper, Wyoming.....	14.12	14.12						14.12	
Buffalo Gap to Hot Springs, S. D.....	21.19	21.19						21.19	
Whitewood to Belle Fourche, S. D.....	2.93	2.93						2.93	
Gayville to Central City.....									

Narrow Gauge above Deadwood including branches to mines	17.84	69.73	172.47	17.84	69.73	172.47
Chicago to Ft. Howard	242.20	12.89	12.89			
Chicago (North 40th Ave.) to North Evanston	4.63		3.63			
Appleton Water Power Extension	72.10	44.03	40.40			
Kenosha to Rockford	85.00	44.60	62.68			
Chicago to Milwaukee	62.63		164.09			
Milwaukee to Fond du Lac	164.09		7.85			
Sheboygan to Marshfield	7.85		6.88			
Red Granite Junction to Red Granite	6.88		140.88			
Nekoosa Junction to Nekoosa	140.88		66.54			
Milwaukee to Montfort	76.84	10.80				
Galenia to Woodman	4.00					
Ipawich to Plattville	12.04		12.04			
Lancaster Junction to Lancaster	227.00	31.00	296.87	13		
Belvidere to Winona	6.10		6.10			
Janesville to Janesville	15.68		15.68			
Winona Junction to La Crosse	3.96		3.96			
Winona to Janesville	6.71		6.71			
Trempealeau to Galesville	202.64		49.45			
Green Bay to Republic	10.44		10.44			
Clowrie to Michigamme	1.33		1.33			
Wabik to Champion	104.53		13.73			
Powers to Watrsmect	24.10		24.10			
Stager to Amasa	34.80		34.80			
Naranta to Metropolitan	42.37		42.37			
Branches to mines off Main Line	8.44		8.44			
Branches to mines off E. & L. S. Line	36.13		4.71			
Branches to mines off Menomonic River Line	34.32		4.89			
Branches to industries off Ashland Division	21.44		29.92			
Lake Shore Junction to Ashland, Wisconsin	386.13		319.24			
Monico to Hurley	88.11		88.11			
Two Rivers Junction to Two Rivers	6.35		6.35			
Hortonville to Oaksho	23.10		23.10			
Eland Junction to Marshfield	63.87		63.87			
Marathon City to Rib Falls	4.75		4.75			
Eland Junction to Rosholt	19.74		19.74			
North of Antigo to North Bryant Switch	7.27		7.27			
East Bryant Switch to Wolf River Junction	15.61		15.61			
Parrish Junction to Harrison	17.53		17.53			
Parrish Junction to Parrish	4.54		4.54			
Polcan to Crandon	17.84		17.84			
Conover to Hackley	9.33		9.33			
Mercer, Wisconsin, to Fosterville	19.49		19.49			
Watrsmect to Choate	22.91		22.91			
Craigsmere to Robbins	24.97		24.97			
Hurley to end of track	19.97		19.97			
Potato River Junction to end of track	2.60		2.60			
Extension through Section 34	1.34		1.34			

PROPERTY OPERATED

Miles of Completed Road June 30, 1907

Lines Repaired by Capital Stock of Chicago & North-Western Ry. Co.—Continued	Total	Ill.	Iowa	Wisc.	Mich.	Minn.	No. Dak.	Neb.	Wyo.
Not Junction to Saunders, Michigan.....	90.54			80.63	.91				
Winona to Pierre.....	486.01					276.90	209.11		
Eyota to Chatfield.....	11.46					11.46			
Eyota to Plainview.....	15.01					15.01			
Rochester to Zumbrota.....	24.48					24.48			
Mankato Junction to Mankato.....	3.75					3.75			
Mankato to New Ulm.....	25.58					25.58			
Sleepy Eye to Redwood Falls.....	24.40					24.40			
Evan to Marshall.....	45.82					45.82			
Sanborn to Vesta.....	26.40					26.40			
Tracy to Gettysburg.....	238.73					58.00	180.73		
Doland to Groton.....	38.84					38.84			
Tyler to Astoria.....	32.20					25.40	6.80		
Watertown Junction to Watertown.....	43.83					43.83			
Ironopolis to Haverden (St. L.).....	125.49					125.49			
Centerville to Yankton.....	28.46					28.46			
James Valley Junction to Oakes.....	131.95						117.67	14.28	
Total	7,391.65	676.95	1,574.53	1,780.03	519.88	650.30	974.32	14.28	1,070.90
Proprietary Lines, viz.:									
Princeton & Western Railway.....	16.06								
Valley Junction to Needah.....				16.06					
DeFue, Ladd & Eastern Railway.....	3.25	3.25							
Ladd to Seatonville.....	113.68								
Mantowoc, Green Bay & Northwestern Railway.....									
Calumet Junction to Mantowoc Junction (Green Bay), including Y. Con. at Montrose.....				86.25					
Duck Creek to Southern Junction.....				30.06					
Shawano Junction to Eland Junction.....				30.47					
Pulaski to Gillette.....				16.90					
Total	132.99	3.25		129.74					
Leased Lines, viz.:									
St. Paul Eastern Grand Trunk Railway.....	60.02			56.00					
Clintonville to Oconto.....				4.02					
Spurs.....				60.02					
Total	60.02			60.02					
Recapitulation.									
Represented by capital stock, C. & N. W. Ry.....	7,391.65	676.95	1,574.53	1,780.03	519.88	650.30	974.32	14.28	1,070.90
Proprietary Lines.....	132.99	3.25		129.74					
Leased Lines.....	60.02			60.02					
Total	7,584.66	680.20	1,574.53	1,969.79	519.88	650.30	974.32	14.28	1,070.90

Additional Trackage Rights.										
Council Bluffs (Broadway) to South Omaha.....	8.73	.....	3.07	.....	.....	.....	.....	.....	5.06	.....
Peoria Junction to Union Passenger Depot, Peoria.....	2.02	.....	2.02	.....	.....	.....	.....	.....	.....	.....
Omaha, Nebraska, to Blair, Nebraska.....	24.70	.....	.....	.....	.....	.....	.....	.....	24.70	.....
Lad. to Churchill, Illinois.....	2.80	.....	2.80	.....	.....	.....	.....	.....	.....	.....
Grand total	7,622.01	685.02	1,577.60	1,969.79	519.88	650.30	974.32	14.28	1,101.26	130.46

(Page 11.)

PROPERTY OPERATED.

[For Roads Making Operating Reports.]

Name of all Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of Which Affect the General Balance Sheet—Pages 49 and 51.

Name	Character of Business	Title Owned, Leased, Etc.	State or Territory
Wisconsin Land Grant.....	Selling Lands....	Owned	Wisconsin
Michigan Land Grant.....	Selling Lands....	Owned	Michigan
Ash. Div. Lands and Lots.....	Selling Lands....	Owned	Wis. and Mich.

(Page 17.)

CAPITAL STOCK.

Capital Stock and Scrip, C. & N.-W. Ry. Co., Common, including \$2,386,867.15 owned by Company—

Number of shares authorized.....	2,000,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$200,000,000.00
Total amount issued and outstanding.....	\$101,952,780.97
Dividends declared during year—	
Rate	7 per cent
Amount	\$6,118,577.50

Capital Stock and Scrip, C. & N.-W. Ry. Co., Preferred, including \$3,834.56 owned by Company—

Number of shares authorized.....	2,000,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$200,000,000.00
Total amount issued and outstanding.....	\$22,398,934.56
Dividends declared during year—	
Rate	8 per cent
Amount	\$1,791,800.00

Capital Stock of Proprietary Companies whose Operations are Embraced in this Report, Common—

Par value of shares.....	\$100.00
Total amount issued and outstanding.....	70,000.00

Totals—

Number of shares authorized.....	2,000,000
Total par value authorized.....	\$200,000,000.00
Total amount issued and outstanding.....	124,421,685.53
Dividends declared during year.....	7,910,177.50

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—

Common—

Number of shares issued during year.....	244,360
Cash realized on amount issued during year.....	\$24,507,141.10
Total number shares issued and outstanding.....	605,748
Total cash realized.....	\$60,616,420.60

Preferred—

Total number shares issued and outstanding.....	30,400
Total cash realized	\$2,911,466.14

Issued by Proprietary Roads for Account of Construction—

Common—

Number shares issued during year.....	* 23,600
Total number shares issued and outstanding.....	700

Issued for Properties Acquired—

Common—

Total number shares issued and outstanding.....	395,276
Preferred—	
Total number shares issued and outstanding.....	110,899

Issued for Retiring Bonds—

Common—

Total number shares issued and outstanding.....	5,975
---	-------

Preferred—

Total number shares issued and outstanding.....	62,605
---	--------

Issued in 1867 and 1868 for Dividends in Lieu of Income used for Construction—

Common—

Total number shares issued and outstanding.....	13,232
---	--------

Preferred—

Total number shares issued and outstanding.....	24,086
---	--------

Totals—

Number of shares issued during year.....	220,760
Cash realized on amount issued during year.....	\$24,507,141.10
Total number shares issued and outstanding.....	1,244,216
Total cash realized	\$68,527,886.74

*Deduct.

(Page 19.)

FUNDED

Mortgage Bonds, Miscellaneous

Case of Bonds or Obligation	Time		Amount of Authorized Issue
	Date of Issue	When Due	
Mortgage Bonds.			
Menominee River R. R., first mortgage.....	Jan. 1, 1880	July 1, 1906	\$400,000.00
Menominee River R. R. extension, first mortgage.....	July 1, 1880	July 1, 1906	160,000.00
Des Moines & Minneapolis R. R., first mortgage.....	Feb. 1, 1882	Feb. 1, 1907	600,000.00
Dakota Central Ry., first mortgage (W. & St. P. Conn.)..	May 1, 1882	Sept. 1, 1907	1,065,000.00
W. & St. P. R. R., second (now first) mortgage.....	Nov. 1, 1867	Nov. 1, 1907	1,800,000.00
Dakota Central Ry., first mortgage (Southeast Division)..	Nov. 1, 1882	Nov. 1, 1907	2,000,000.00
Rochester & Northern Minnesota Ry., first mortgage.....	Sept. 1, 1878	Sept. 1, 1908	200,000.00
Plainview R. R., first mortgage.....	Sept. 1, 1878	Sept. 1, 1908	100,000.00
Minnesota Valley Ry., first mortgage.....	Oct. 1, 1878	Oct. 1, 1908	150,000.00
Ottumwa, Cedar Falls & St. Paul Ry., first mortgage.....	Mar. 1, 1884	Mar. 1, 1909	1,600,000.00
Cedar Rapids & Missouri River R. R. mortgage of 1884..	June 1, 1884	June 1, 1909	769,000.00
Northern Illinois Ry., first mortgage.....	April 1, 1885	Mar. 1, 1910	1,600,000.00
Madison Extension, first mortgage, sinking fund.....	April 1, 1871	April 1, 1911	3,150,000.00
Menominee Extension, first mortgage, sinking fund.....	June 1, 1871	June 1, 1911	2,700,000.00
C. & N.-W. Ry., consolidated sinking fund currency.....	Jan. 16, 1865	Feb. 1, 1915	12,900,000.00
Cedar Rapids & Missouri River, third div., first mortgage.	May 1, 1866	May 1, 1916	2,500,000.00
W. & St. P. R. R. Extension, West. Div., first mortgage.	Dec. 1, 1871	Dec. 1, 1916	4,375,000.00
North Western Union Ry., first mortgage.....	June 1, 1872	June 1, 1917	3,500,000.00
M. L. S. & W. Ry. Consolidated, first mortgage.....	May 2, 1881	May 1, 1921	5,000,000.00
M. L. S. & W. Ry. Marshfield Extension, first mortgage.	Oct. 1, 1892	Oct. 1, 1922	800,000.00
M. L. S. & W. Ry., first mortgage (Michigan Division)..	June 20, 1884	July 1, 1924	3,000,000.00
M. L. S. & W. Ry., first mortgage (Ashland Division)..	Mar. 2, 1885	Mar. 1, 1925	1,000,000.00
M. L. S. & W. Ry. Extension & Imp. sinking fund mtg.	Feb. 1, 1889	Feb. 1, 1929	5,000,000.00
Wisconsin Northern Ry., first mortgage.....	July 15, 1896	July 15, 1931	1,725,000.00
Boyer Valley Ry., first mortgage.....	Dec. 1, 1898	Dec. 1, 1923	1,440,000.00
Minnesota & Iowa Ry., first mortgage.....	June 1, 1899	June 1, 1924	1,904,000.00
Southern Iowa Ry., first mortgage.....	Sept. 1, 1900	Sept. 1, 1925	1,120,000.00
Princeton & North Western Ry., first mortgage.....	Jan. 1, 1901	Jan. 1, 1926	2,100,000.00
Peoria & North Western Ry., first mortgage.....	Mar. 1, 1901	Mar. 1, 1926	2,125,000.00
Mankato & New Ulm Ry., first mortgage.....	April 1, 1899	Oct. 1, 1929	416,000.00
Fremont, Elkhorn & Missouri Valley R. R., consolidated.	Oct. 1, 1863	Oct. 1, 1933	*20,000.00
Minnesota & South Dakota Ry., first mortgage.....	Jan. 1, 1900	Jan. 1, 1935	528,000.00
Iowa, Minnesota & North Western Ry., first mortgage...	Jan. 1, 1900	Jan. 1, 1935	3,900,000.00
Sioux City & Pacific R. R., first mortgage.....	Aug. 1, 1901	Aug. 1, 1936	4,000,000.00
C. & N. W. Ry., general mortgage, gold, of 1887.....	Nov. 1, 1897	Nov. 1, 1987	165,000,000.00
Miscellaneous Obligations.			
C. & N. W. Ry., sinking fund of 1879, 6 per cent.....	Oct. 1, 1879	Oct. 1, 1929	15,000,000.00 20,000,000.00
C. & N. W. Ry., sinking fund of 1879, 5 per cent.....	Oct. 1, 1879	Oct. 1, 1929	
C. & N. W. Ry., extension of 1886.....	April 15, 1886	Aug. 15, 1926	
Income Bonds.			
M. L. S. & W. Ry., income bonds.....	May 2, 1881	May 1, 1911	500,000.00
Debenture Bonds.			
M. L. S. & W. Ry., 20-year convertible debentures.....	Feb. 1, 1887	Feb. 1, 1907	2,000,000.00
C. & N. W. Ry., 25-year debentures of 1909.....	July 1, 1884	Nov. 1, 1909	6,000,000.00
C. & N. W. Ry., 30-year debentures.....	Feb. 28, 1891	April 15, 1921	10,000,000.00
C. & N. W. Ry., sinking fund debentures of 1933.....	May 1, 1883	May 1, 1933	10,000,000.00
Total Mortgage Bonds.....			
Total Miscellaneous Obligations.....			
Total Income Bonds.....			
Total Debenture Bonds.....			
Grand total.....			

*Per mile.

A In addition to this amount, \$10,675,000.00 bonds of this issue are held in trust, for which an equal amount of C. & N. W. Ry. extension bonds of 1886 were issued.

c All of these bonds are on hand in the treasury of the company.

d \$12,186,000.00 of these bonds are on hand in the treasury of the company.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

249

DEBT.

Obligations, and Income Bonds.

Amount Issued	Amount Outstanding	Cash Realized on Amount	INTEREST			
			Rate	When Payable	Am't. Accrued during year	Am't. Paid during year
\$100,000.00			7	Jan. 1 July 1.		\$14,000.00
160,000.00			7	Jan. 1 July 1.		5,775.00
600,000.00			7	Feb. 1 Aug. 1.	\$24,500.00	42,000.00
1,065,000.00	1,065,000.00	\$1,071,390.00	6	Mar. 1 Sept. 1.	63,900.00	63,810.00
1,650,000.00	1,592,000.00	1,460,290.00	7	May 1 Nov. 1.	111,440.00	111,510.00
2,000,000.00	2,000,000.00	2,012,000.00	6	May 1 Nov. 1.	120,000.00	120,000.00
200,000.00	200,000.00	These bonds were assumed by the C. & N.-W. Ry. Co. when it ac- quired the road named.	7	Mar. 1 Sept. 1.	14,000.00	14,000.00
100,000.00	100,000.00		7	Mar. 1 Sept. 1.	7,000.00	7,070.00
150,000.00	150,000.00		7	April 1 Oct. 1.	10,500.00	10,465.00
1,600,000.00	1,600,000.00		5	Mar. 1 Sept. 1.	80,000.00	79,950.00
769,000.00	769,000.00		7	June 1 Dec. 1.	53,830.00	53,935.00
1,500,000.00	1,500,000.00		5	Mar. 1 Sept. 1.	75,000.00	78,950.00
3,150,000.00	3,150,000.00	\$2,788,429.92	7	April 1 Oct. 1.	220,500.00	220,482.50
2,700,000.00	2,697,000.00	Issued for cash and construction.	7	June 1 Dec. 1.	188,790.00	188,510.00
12,832,000.00	12,832,000.00	Issued for cash and construction.	7	Feb. 1 May 1.	895,240.00	896,717.50
		Assumed by C. & N.-W. Ry. Co. when it acquired the road.	7	May 1 Nov. 1.	163,240.00	163,467.50
2,332,000.00	2,332,000.00					
4,375,000.00	4,241,000.00	\$3,937,500.00	7	June 1 Dec. 1.	296,870.00	295,428.00
3,500,000.00	3,500,000.00	These bonds were assumed by the C. & N.-W. Ry. Co. when it ac- quired the road named.	7	Mar. 1 Sept. 1.	245,000.00	244,492.50
5,000,000.00	5,000,000.00		6	May 1 Nov. 1.	300,000.00	298,770.00
600,000.00	400,000.00		5	April 1 Oct. 1.	20,000.00	20,000.00
1,281,000.00	1,281,000.00		6	Jan. 1 July 1.	76,860.00	76,860.00
1,000,000.00	1,000,000.00		6	Mar. 1 Sept. 1.	60,000.00	59,910.00
4,564,000.00	B 4,188,000.00		5	Feb. 1 Aug. 1.	207,400.00	206,575.00
660,000.00	440,000.00	\$660,000.00	4	Jan. 15 July 15.	17,600.00	17,600.00
1,440,000.00	1,440,000.00	1,440,000.00	3½	June 1 Dec. 1.	50,400.00	50,347.50
1,904,000.00	1,904,000.00	1,904,000.00	3½	June 1 Dec. 1.	66,640.00	66,360.00
431,000.00	C 431,000.00		3½	Mar. 1 Sept. 1.		
2,100,000.00	2,100,000.00	2,100,000.00	3½	Jan. 1 July 1.	73,500.00	73,500.00
2,125,000.00	2,125,000.00	2,125,000.00	3½	Mar. 1 Sept. 1.	74,375.00	74,340.00
416,000.00	416,000.00	416,000.00	3½	April 1 Oct. 1.	14,560.00	14,560.00
A 7,725,000.00	7,725,000.00	Assumed by C. & N.-W. Ry. when it acquired the road.	6	April 1 Oct. 1.	463,500.00	463,020.00
528,000.00	528,000.00	\$528,000.00	3½	Jan. 1 July 1.	18,480.00	18,480.00
3,900,000.00	3,900,000.00	3,900,000.00	3½	Jan. 1 July 1.	136,500.00	136,500.00
4,000,000.00	4,000,000.00	Assumed by C. & N. W. Ry. Co. when it acquired the road.	3½	Feb. 1 Aug. 1.	140,000.00	139,632.50
		\$24,151,000.00 is- sued to retire ex- isting bonds; \$9- 000,000.00 for construction and improvements.	3½	Feb. 1 May 1. Aug. 1 Nov. 1.	724,850.00	718,760.00
\$3,151,000.00	D 3,151,000.00					
6,440,000.00	E 5,548,000.00	\$6,353,501.67	6	April 1 Oct. 1.	330,165.00	330,810.00
8,580,000.00	F 6,641,000.00	8,100,675.00	5	April 1 Oct. 1.	329,050.00	329,925.00
18,632,000.00	18,632,000.00	17,505,850.31	4	Feb. 15 Aug. 15.	745,280.00	744,880.00
		Assumed by C. & N. W. Ry. Co. when it acquired the road.	6	May 1 Nov. 1.	30,000.00	30,150.00
500,000.00	500,000.00					
		Assumed by C. & N. W. Ry. Co. when it acquired the road.	5	Feb. 1 Aug. 1.	12,716.67	12,550.00
2,000,000.00	H 436,000.00					
6,000,000.00	G 5,900,000.00	\$5,792,550.83	5	May 1 Nov. 1.	294,500.00	293,675.00
10,000,000.00	10,000,000.00	10,063,162.50	5	April 15 Oct. 15.	500,000.00	500,125.00
10,000,000.00	9,800,000.00	9,150,000.00	5	May 1 Nov. 1.	490,000.00	488,225.00
\$109,908,000.00	\$107,757,000.00				\$5,017,475.00	\$5,045,778.00
33,632,000.00	30,821,000.00				1,404,495.00	1,405,615.00
500,000.00	500,000.00				30,000.00	30,180.00
28,000,000.00	26,186,000.00				1,297,216.67	1,300,775.00
\$172,040,000.00	\$165,214,000.00				\$7,749,186.67	\$7,782,318.00

E \$60,000.00 of these bonds are on hand in the treasury of the company.

F \$76,000.00 of these bonds are on hand in the treasury of the company.

G \$10,000.00 of these bonds are on hand in the treasury of the company.

H \$299,000.00 of these bonds are on hand in the treasury of the company.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.

See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decreases in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. No extensions of road have been put in operation during the year.

2. No decrease of mileage by line being straightened or abandoned.

3. Some expenditure has been made on account of right of way and depot grounds, and for increased yard facilities, including yard improvement at Winona, Minn. A new station building has been built at Grant Siding, Minn., and a water tank at Springfield, Minn., and some other buildings of minor importance erected. New permanent bridges have been erected to replace others of less substantial character. Some ballasting has been done and the track otherwise improved.

4. No leases taken or surrendered.

5. No consolidations or re-organizations effected in Minnesota.

6. The following changes have been made in the capital stock during the year:

Increase:

C. & N.-W. Ry. Co. common stock issued..... \$24,435,985.00

Decrease—

Winona & St. Peter R. R. Co.....	\$2,300,000.00	
Western Town Lot Co.....	25,000.00	
Pioneer Town Site Co.....	25,000.00	
Wisconsin Town Lot Co.....	10,000.00	
		<u>2,360,000.00</u>

Net increase \$22,075,985.00

7. The funded debt has been increased during the year, as follows:

Increase—

C. & N.-W. Ry. general gold bonds of 1887 issued..... \$2,291,000.00

Decrease—

Menominee River Ry., first mortgage.....	\$400,000.00	
Menominee River Extension, first mortgage.....	160,000.00	
Des Moines & Minnesota River R. R., first mortgage.....	600,000.00	
C. & N.-W. 6 per cent S. F. of 1879.....	67,000.00	
C. & N.-W. 5 per cent S. F. of 1879.....	64,000.00	
		<u>1,291,000.00</u>
		<u>\$1,000,000.00</u>

8. Changes during the year in "Stocks Owned" are as follows:

Increase—

C. & N.-W. Ry. common stock.....	\$2,864.10	
E. I. M. & W. Ry. common stock.....	50,000.00	
Dakota Central Ry. common stock.....	250,000.00	
Albany R. R. Bdg. Co. common stock.....	112,200.00	
		<u>\$415,064.10</u>

Changes during the year in "Bonds Owned" are as follows:

Increase—

C. & N.-W. general gold bonds of 1987.....	\$1,985,000.00	
C. & N.-W. Ry. Co. 5 per cent of 1879.....	12,000.00	
M. L. S. & W. Ry. consol. deb. of 1907.....	289,000.00	
		<u>\$2,286,000.00</u>

Decrease—

Peoria & Pekin Union Ry. deb.....	\$6,500.00	
C. & N.-W. 6 per cent of 1879.....	7,000.00	
		<u>13,500.00</u>

Net increase \$2,272,500.00

Sinking Fund Accounts have changed as follows:

Increase—

Sinking fund installments paid.....	\$225,000.00	
Accretions to sinking funds.....	233,770.00	
		<u>\$458,770.00</u>

Total \$458,770.00

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Express Companies—

By an agreement with American Express Company of date March 31, 1906, to be in force to March 31, 1911, the C. & N. W. Ry. Co. agrees to transport the freight of the express company over all lines then operated by the railway company, aggregating 7,132.20 miles, for a monthly advance payment of \$75,000.00, with some variation based upon the amount of business done over this company's lines.

2. Mails—

The company transports mails over any route on its lines, when ordered by the United States postoffice department. The company receives such compensation for services as is from time to time fixed.

3. Sleeping, Parlor and Dining Cars—

Sleeping cars are owned by the Pullman Company and are run on this company's lines. The car company maintains the cars and fixes and collects the charges from passengers for accommodations in same. For the use of the cars the C. & N. W. Ry. Co. pays a mileage. It also keeps the outside of the car cleaned; keeps the journals packed and lubricated and furnishes links, pins, fuel, lights, etc.

Parlor cars are run, owned by the C. & N. W. Ry. Co.

Dining cars are run, owned by the C. & N. W. Ry. Co.

4. Freight or Transportation Companies or Lines—

The cars of all transportation companies are allowed to run over this company's lines, paying the regular rates and receiving mileage, and their freight having no preference over other freight of like class.

5. Other Railroad Companies—

With Chicago, Milwaukee & St. Paul Ry. Co., for joint use of track at Winona; for joint use of track at Winona, supplemental; for joint use of tracks at Zumbrota.

With Minneapolis & St. Louis Ry. Co., for joint use of passenger station at Waseca.

With Chicago, St. Paul, Minneapolis & Omaha Ry. Co., for through line, Chicago to St. Paul; for lease of track, station facilities, etc., Blue Earth City; for division of expenses at Blue Earth City; for maintenance of station at Elmore; for lease of land at Mankato, etc.; for joint depot, etc., at Mankato, etc.; for joint depot, etc., at Mankato, modification; for joint depot, etc., at Mankato, modification; for lease right of way, Mankato; for extending contracts for use of tracks, Mankato; for lease of grounds in South Bend, Blue Earth County; for water supply at Kasota.

With Willmar & Sioux Falls Ry., for connecting track at Marshall, Minn.

6. Steamboat or Steamship Companies—

This company has no contracts with steamboat or steamship companies.

7. Telegraph Companies—

By contract with the Western Union Telegraph Company all lines of road operated by this company are afforded telegraph facilities. This company having certain wires or rights to their use for the business of the railway company; commercial business being done by the telegraph company.

8. Telephone Companies.

This company has along the line of its road for its private use in the conduct of its business, numerous telephones owned by various telephone companies. For the use of these the company pays a rental.

9. Other Contracts—

None.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY	Freight Originating on this Road	Freight received from connecting roads and other carriers	TOTAL FREIGHT TONNAGE	
	Whole Tons	Whole Tons	Whole Tons	Per cent
Products of Agriculture—				
Grain	267,745	36,528	304,268	38.57
Flour	48,651	7,040	55,691	7.06
Other mill products.....	12,827	673	13,500	1.71
Hay	4,909	359	5,268	.67
Tobacco				
Cotton				
Fruit and vegetables.....	2,258	2,919	5,177	.66
Other products of agriculture.....	26,414	2,014	28,428	3.60
Total	362,804	49,528	412,332	52.27
Products of Animals—				
Live stock.....	59,327	2,498	61,825	7.54
Dressed meats.....	2,338		2,338	.30
Other packing house products.....	1,435		1,435	.18
Poultry, game and fish.....	737	52	789	.10
Wool	129	114	243	.03
Hides and leather.....	677		677	.08
Other products of animals.....	4,629	33	4,662	.59
Total	69,272	2,697	71,969	9.12
Products of Mines—				
Anthracite coal.....	182	6,362	6,544	.83
Bituminous coal.....	407	47,049	47,456	6.02
Coke		121	121	.02
Ores				
Stone, sand and other like articles.....	48,282	2,029	50,311	6.38
Other products of mines.....	91	6,007	6,098	.77
Total	48,962	61,568	110,530	14.02
Products of Forests—				
Lumber	15,970	20,808	36,778	4.66
Other products of forests.....	3,919	15,041	18,960	2.40
Total	19,889	35,849	55,738	7.06
Manufactures—				
Petroleum and other oils.....	20	5,374	5,394	.68
Sugar	18	796	814	.10
Naval stores.....				
Iron, pig and bloom.....	41	250	291	.04
Iron and steel rails.....	347	134	481	.07
Other castings and machinery.....	1,871	1,886	3,257	.41
Bar and sheet metal.....	324	568	892	.11
Cement, brick and lime.....	9,639	10,730	20,369	2.58
Agricultural implements.....	888	3,218	4,106	.52
Wagons, carriages, tools, etc.....	1,091	832	1,923	.25
Wines, liquors and beers.....	3,115	1,251	4,366	.56
Household goods and furniture.....	814	306	1,120	.14
Other manufactures.....	3,329	4,260	7,589	.96
Total	20,907	29,605	50,602	6.41
Merchandise	37,321	31,453	68,774	8.72
Miscellaneous—				
Other commodities not mentioned above.....	17,460	1,433	18,893	2.40
Total tonnage—Minnesota.....	576,705	212,133	788,838	100.00
Total tonnage—entire line.....	32,313,352	5,266,187	37,579,539	

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock of C. & N. W. Ry.		Line of Proprie- tary Com- panies	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Con- structed During Year	Rails	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track.....	3,049.92	4,341.73	132.99	.....	38.85	7,622.91	169.33	60.47	7,524.19
Miles of second track.....	724.10	35.50	.....	60.02	9.37	820.09	6.86	.....	820.09
Miles of third track.....	33.70	.....	50.34	51.12	.....	88.94	52.00	.....	88.94
Miles of fourth track.....	27.67	.....	50.34	.....	.....	77.91	52.00	.....	77.91
Miles of yard track and sidings.....	*2,694.11	.....	30.83	35.28	30.01	2,793.23	77.28	368.20	2,396.02
Total mileage operated (all tracks).....	6,529.50	4,377.23	264.30	149.42	77.63	11,398.08	357.47	428.67	10,901.15

*Includes sidings on "Branches and Spurs."

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory	400.21	276.74	3.25	.....	.....	4.82	685.02	.....	685.02
Illinois.....	958.85	326.18	129.74	.....	.....	.....	1,969.79	143.37	1,969.42
Wisconsin.....	220.08	299.80	.....	60.02	.....	.....	519.88	82.84	487.04
Michigan.....	363.78	1,210.75	.....	.....	3.07	.....	1,577.60	.....	1,577.60
Iowa.....	277.03	378.27	.....	.....	.....	.....	650.30	2.06	648.24
Minnesota.....	209.11	765.21	.....	.....	.....	.....	974.32	18.20	956.12
South Dakota.....	.....	14.28	.....	.....	.....	.....	14.28	.....	14.28
North Dakota.....	495.40	575.50	.....	.....	30.56	.....	1,101.26	.....	1,101.26
Nebraska.....	130.46	.....	.....	.....	.....	.....	130.46	.....	130.46
Wyoming.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (single track)...	3,049.92	4,341.73	132.99	60.02	38.85	7,622.91	169.33	60.47	7,502.44

REPORT RAILROAD AND WAREHOUSE COMMISSION

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock of C. & N. W. Ry.		Total Mileage Owned	New Line Con- structed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Illinois	400.21	276.74	676.95	.....	.....	676.95
Wisconsin	953.85	826.18	1,780.03	.....	7.37	1,772.66
Michigan	220.08	299.80	519.88	.....	32.84	1,487.04
Iowa	263.78	1,210.75	1,574.53	.....	.....	1,574.53
Minnesota	277.03	273.27	550.30	.....	.....	550.30
North Dakota	209.11	765.21	974.32	.....	.....	974.32
South Dakota .....	.....	14.28	14.28	.....	18.20	956.12
Nebraska	495.40	578.50	1,070.90	.....	.....	1,070.90
Wyoming	130.46	.....	130.46	.....	.....	130.46
Total mileage owned (single track)	3,049.92	4,341.73	7,391.65	53.65	60.47	7,331.18

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock of C. & N. W. Ry. Co.		Total Mileage Operated	New Line Con- structed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Miles of single track.....	277.03	373.27	650.30	.....	2.06	648.24
Miles of yard tracks and sidings.....	*140.76	.....	140.76	1.55	54.50	36.26
Total mileage operated (all tracks).....	417.79	373.27	791.06	1.55	56.56	734.50

*Includes sidings on "Branches and Spurs."

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota		Total Mileage Owned	New Line Con- structed During Year	Rails	
Minnesota				Iron	Steel
.....	277.03	.....	.....	.....	.....
Total mileage operated (single track).....	277.03	650.30	.....	2.06	648.24

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock of C. & N. W. Ry. Co.			Total Mileage Owned	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	277.03	373.27	.....	650.30	2.06	648.24
Total mileage owned (single track).....	277.03	373.27	.....	650.30	2.06	648.24

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

(Page 3.)

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY**HISTORY.**

1. Name of common carrier making this report? The Chicago, Burlington & Quincy Railroad Company.

2. Date of organization? Charter act passed February 14, 1855.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Illinois.

4 and 5. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Aurora Branch R. R. Co., charter February 12, 1849, amended June 22, 1852 (name changed to Chicago & Aurora R. R. Co.), amended February 14, 1855, changing name to Chicago, Burlington & Quincy R. R. Co.

Central Military Tract R. R., charter February 15, 1851, amended June 19, 1852, and February 11, 1853. Consolidated with Chicago, Burlington & Quincy R. R. Co. July 9, 1856.

Peoria & Oquawka R. R. Co., charter February 12, 1849, amended February 10, 1851, June 22, 1852, February 8, 1853, February 21, 1861, (changing name to Logansport, Peoria & Burlington R. R. Co.), masters sale October 29, 1862, March 8, 1864, name changed to Peoria & Burlington R. R. Co. Consolidated with Chicago, Burlington & Quincy R. R. Co., June 24, 1864.

Northern Cross R. R. Co., charter April 13, 1849, amended February 1, 1851, June 11, 1852, June 21, 1852, February 10, 1853, February 10, 1857, name changed to Quincy & Chicago R. R. Co., masters sale April 28, 1864, and conveyed to Chicago, Burlington & Quincy R. R. Co. July 30, 1865.

Burlington & Missouri River R. R. incorporated June 15, 1850, and the Burlington & Missouri River R. R. in Nebraska incorporated May 12, 1869. Consolidated with the Chicago, Burlington & Quincy R. R. Co. January 1, 1880.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
George C. Clark.....	New York City, New York....	November 6, 1907
William P. Clough.....	New York City, New York....	November 6, 1907
John F. Talmage.....	New York City, New York....	November 6, 1907
Geo. B. Harris.....	Chicago, Illinois.....	November 6, 1907
James J. Hill.....	St. Paul, Minnesota.....	November 6, 1907
James N. Hill.....	New York City, New York....	November 6, 1907
George F. Baker.....	New York City, New York....	November 6, 1907
John J. Mitchell.....	Chicago, Illinois.....	November 6, 1907
Chas. E. Perkins.....	Burlington, Iowa.....	November 6, 1907
Norman B. Ream.....	New York City, New York....	November 6, 1907
Samuel Thorne.....	New York City, New York....	November 6, 1907

* Total number of stockholders at date of last election? 422.

Date of last meeting of stockholders for election of directors? November 7, 1906.

Give postoffice address of general office? 209 Adams St., Chicago, Ill.

Give postoffice address of operating office? 209 Adams St., Chicago, Ill.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, C. I. Sturgis; title, general auditor; address, 209 Adams St., Chicago, Ill.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	Geo. B. Harris.....	Chicago, Illinois
Assistant to president.....	W. W. Baldwin.....	Burlington, Iowa
First vice-president.....	D. Miller.....	Chicago, Illinois
Second vice-president.....	D. Willard.....	Chicago, Illinois
Secretary	T. S. Howland.....	Chicago, Illinois
Treasurer	T. S. Howland.....	Chicago, Illinois
General counsel.....	J. W. Blythe.....	Burlington, Iowa
General solicitor.....	C. M. Dawes.....	Chicago, Illinois
General solicitor.....	C. F. Manderson.....	Omaha, Nebraska
General solicitor.....	O. M. Spencer.....	St. Joseph, Missouri
General auditor.....	C. I. Sturgis.....	Chicago, Illinois
Asst. general auditor.....	Geo. B. Dunbar.....	Chicago, Illinois
Auditor	W. P. Durkee.....	Omaha, Nebraska
General manager.....	J. M. Gruber.....	Chicago, Illinois
General manager.....	G. W. Holdrege.....	Omaha, Nebraska
Chief engineer.....	T. E. Calvert.....	Chicago, Illinois
General superintendent.....	H. D. Judson.....	Chicago, Illinois
General superintendent.....	W. B. Throop.....	Burlington, Iowa
General superintendent.....	Geo. T. Ross.....	St. Louis, Missouri
General superintendent.....	H. E. Byram.....	Lincoln, Nebraska
General superintendent.....	L. B. Allen.....	Alliance, Nebraska
Superintendent of telegraph.....	W. W. Ryder.....	Chicago, Illinois
Freight traffic manager.....	G. H. Crosby.....	Chicago, Illinois
General freight agent.....	W. B. Hamblin.....	Chicago, Illinois
General freight agent.....	W. Gray.....	St. Louis, Missouri
General freight agent.....	C. E. Spens.....	Omaha, Nebraska
Asst. general freight agent.....	E. R. Puffer.....	Chicago, Illinois
Asst. general freight agent.....	Geo. Morton.....	Chicago, Illinois
Asst. general freight agent.....	G. P. Lyman.....	St. Paul, Minnesota
Asst. general freight agent.....	A. L. West.....	St. Joseph, Missouri
Asst. general freight agent.....	A. B. Smith.....	Omaha, Nebraska
Asst. general freight agent.....	F. Montmorency.....	Omaha, Nebraska
Asst. general freight agent.....	W. W. Johnston.....	Omaha, Nebraska
Asst. general freight agent.....	W. A. Holley.....	Chicago, Illinois
Passenger traffic manager.....	P. S. Eustis.....	Chicago, Illinois
General passenger agent.....	Jno. Francis.....	Chicago, Illinois
General passenger agent.....	L. W. Wakeley.....	Omaha, Nebraska
Asst. general passenger agent.....	F. E. Bell.....	Chicago, Illinois
Asst. general passenger agent.....	W. A. Lalor.....	St. Louis, Missouri
Asst. general passenger agent.....	J. E. Buckingham.....	Omaha, Nebraska
General baggage agent.....	John DeWitt.....	Chicago, Illinois

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. B. Chicago, Burlington & Northern Railroad of Wisconsin and Minnesota consolidated.....	Wisconsin State Line..... East Winona, Wisconsin.....	St. Paul, Minnesota..... Winona, Minnesota.....	22.42 1.19	23.61
5. Winona Bridge Railway.....	East Winona, Wisconsin.....	Winona, Minnesota.....	.45	
St. Paul Union Depot Co.....	St. Paul, Minnesota.....	St. Paul, Minnesota.....	.53	14.84
Great Northern Railway.....	St. Paul, Minnesota.....	Minneapolis.....	11.05	
Minneapolis Union Railway.....	Minneapolis.....	Minneapolis.....	2.21	38.45
Total .....	.....	.....	.....

PROPERTY OPERATED

(Page 9)

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
1. A. Chicago, Burlington & Quincy Railroad.....	Chicago, Illinois.....	Pacific Junction, Iowa.....	474.65
Chicago, Burlington & Quincy Railroad.....	Galesburg, Illinois.....	Quincy, Illinois.....	99.91
Chicago, Burlington & Quincy Railroad.....	Galesburg, Illinois.....	Peoria, Illinois.....	52.77
Burlington & Missouri Railroad in Nebraska.....	Pacific Junction, Iowa.....	Kearney, Nebraska.....	195.08
1. B. Chicago, Burlington & Quincy Railroad.....	Aurora, Illinois.....	West Chicago, Illinois.....	12.35
Chicago, Burlington & Quincy Railroad.....	Yates City.....	Lewistown, Illinois.....	30.13
Peoria & Hannibal Railroad.....	Lewistown, Illinois.....	Rushville, Illinois.....	32.66
Chicago & Iowa Railroad.....	South Aurora, Illinois.....	Forreston, Illinois.....	78.45
Chicago, Rock Island & Northern Railroad.....	Flag Center, Illinois.....	Rockford, Illinois.....	23.50
Ottawa, Oswego & Fox Railroad.....	Geneva.....	Streator, Illinois.....	67.25
Illinois Valley & Northern Railroad.....	Streator, Illinois.....	Walnut, Illinois.....	59.52
Chicago & Rock River Railroad.....	Shabbona, Illinois.....	Sterling, Illinois.....	47.98
Joliet, Rock, & Northern Railroad.....	Sheridan Junction.....	Paw Paw, Illinois.....	19.54
Illinois Grand Trunk Railroad.....	Mendota, Illinois.....	Fulton, Illinois.....	65.40
Dixon, Peoria & Han. Railroad.....	Buda, Illinois.....	Clinton, Iowa.....	44.82
Galesburg & Rio Railroad.....	Galesburg, Illinois.....	Elmwood, Illinois.....	12.22
American Central Railroad.....	Galva, Illinois.....	Rio, Illinois.....	50.63
Dixon & Quincy Railroad.....	Keithsburg Junction.....	New Boston, Illinois.....	6.25
Carthage & Burlington Railroad.....	Carthage Junction.....	Keithsburg, Illinois.....	6.25
Quincy & Warsaw Railroad.....	Carthage.....	Carthage, Illinois.....	71.21
St. Louis, Rock Island & Chicago Railroad.....	Sterling.....	Quincy, Illinois.....	40.44
St. Louis, Rock Island & Chicago Railroad.....	Rock Island.....	Barstow.....	226.68
St. Louis, Rock Island & Chicago Railroad.....	Gladstone.....	East Alton.....	17.13
Jackson & Concord Railroad.....	Concord.....	Keithsburg.....	9.96
Northern & St. Louis Railroad.....	Jacksonville.....	Jacksonville.....	111.98
F. C. N. G.	Centralia.....	Centralia.....	52.20
Quincy, Alton & St. Louis Railroad.....	Galesburg.....	Herrin.....	57.20
Albia, Knoxville & Des Moines Railroad.....	Albia, Iowa.....	West Havana.....	46.83
Des Moines & Knoxville Railroad.....	Knoxville, Iowa.....	East Hannibal.....	32.87
Chicago, Ft. M. & D. M. R. R.	Ft. Madison, Iowa.....	Knoxville, Iowa.....	32.82
Burlington & Missouri Railroad.....	Chariton, Iowa.....	Des Moines, Iowa.....	56.95
Burlington & Missouri Railroad.....	Chariton, Iowa.....	Batavia.....	36.54
Burlington & Missouri Railroad.....	Creighton, Iowa.....	Leon, Iowa.....	44.61
Leon, Mt. A. & S. W. R. R.	Red Oak, Iowa.....	Hopkins, Missouri.....	30.17
	Leon, Iowa.....	Hamburg, Iowa.....	57.72
		Grant City, Missouri.....	

822.41

Leon, Mt. A. & S. W. R. R.	Bethany Junction.....	Albany, Missouri.....	45.56
St. Joseph & Des Moines Railroad.....	Albany, Missouri.....	St. Joseph, Missouri.....	46.18
Grant City & Southern Railroad.....	Grant City, Missouri.....	Albany Junction.....	19.93
Charlton, Des Moines & Southern Railroad.....	Charlton, Iowa.....	Indianola, Iowa.....	30.49
Creston & Northern Railroad.....	Creston, Iowa.....	Fontanelle, Iowa.....	27.50
Western Iowa Railroad.....	Fontanelle, Iowa.....	Cumberland, Iowa.....	20.33
Brownville & Nod. Valley Railroad.....	Villisca, Iowa.....	Burlington Junction, Missouri.....	35.02
Clarin, Colorado Springs & Southwestern R. R.	Clarinda, Iowa.....	Northboro, Iowa.....	17.85
Red Oak & Atlantic Railroad.....	Red Oak, Iowa.....	Graswood, Iowa.....	18.03
Nebraska City & Northeastern Railroad.....	Hastings, Iowa.....	Sidney, Iowa.....	21.12
Hastings & Avoca Railroad.....	Hastings, Iowa.....	Carson, Iowa.....	17.79
Chicago, Burlington & Northern Railroad.....	Oregon, Illinois.....	St. Paul, Minnesota.....	319.42
Chicago, Burlington & Northern Railroad.....	Fulton, Illinois.....	Savanna, Illinois.....	16.40
Chicago, Burlington & Northern Railroad.....	East Winona, Wisconsin.....	Winona, Minnesota.....	1.34
Chicago, Burlington & Northern Railroad.....	Galena Junction.....	Galena, Illinois.....	3.82
Chicago, Burlington & Northern Railroad.....	At Dubuque, Iowa.....	Central City, Nebraska.....	.58
Republican Valley Railroad.....	York, Nebraska.....	Salem, Nebraska.....	41.35
Republican Valley Railroad.....	Nemaha, Nebraska.....	Beatrice, Nebraska.....	17.73
Republican Valley Railroad.....	Nemaha, Nebraska.....	Wymore, Nebraska.....	65.19
Republican Valley Railroad.....	Beatrice, Nebraska.....	Colorado State Line.....	11.69
Republican Valley Railroad.....	Hastings, Nebraska.....	Grand Island, Nebraska.....	289.41
Republican Valley Railroad.....	Aurora, Nebraska.....	Hastings, Nebraska.....	18.51
Republican Valley Railroad.....	Table Rock.....	Lester, Nebraska.....	27.75
Omaha & Southwestern Railroad.....	Omaha, Nebraska.....	Oreapolis, Nebraska.....	143.26
Omaha & Southwestern Railroad.....	Crete, Nebraska.....	Beatrice, Nebraska.....	16.58
Omaha & Southwestern Railroad.....	Pappio, Nebraska.....	Gilmore Junction, Nebraska.....	31.04
Nebraska Railway.....	Nemaha, Nebraska.....	York, Nebraska.....	3.87
Nebraska Railway.....	Lincoln, Nebraska.....	Columbus, Nebraska.....	186.53
Lincoln & Northwestern Railroad.....	Nebraska City Bridge Line.....	Lincoln, Nebraska.....	5.02
Atchison & Nebraska Railroad.....	Rulo Bridge Line.....	Atchison, Kansas.....	73.49
St. Joseph & Nebraska Railroad.....	Napier, Missouri.....	Roswell, Missouri.....	144.95
Nebraska & Colorado Railroad.....	Chester, Nebraska.....	Fairmont, Nebraska.....	3.42
Nebraska & Colorado Railroad.....	Kenesaw, Nebraska.....	Oxford, Nebraska.....	5.86
Nebraska & Colorado Railroad.....	De Witt, Nebraska.....	Colorado State Line.....	45.19
Chicago Northern & Kansas Railroad.....	Edgar, Nebraska.....	Colorado State Line.....	298.32
Republican Valley, Kansas & Southwestern R. R.	Odel, Junction.....	Superior, Nebraska.....	26.53
Oxford & Kansas Railroad.....	Republican, Nebraska.....	Concordia, Kansas.....	71.04
Burlington & Colorado Railroad.....	Ogden, Nebraska.....	Oberlin, Kansas.....	78.23
Colorado & Wyoming Railroad.....	Colorado State Line, Neb.....	Kansas, State Line.....	59.61
Cheyenne & Burlington Railroad.....	Colorado State Line, Neb.....	Deaver, Colorado.....	174.89
Beaver Valley Railroad.....	Nebraska State Line.....	Wyoming State Line, Colo.....	144.58
Lincoln & Black Hills Railroad.....	Central City, Nebraska.....	Cheyenne, Wyoming.....	29.01
Lincoln & Black Hills Railroad.....	Greeley Center, Nebraska.....	St. Francis, Kansas.....	74.18
Lincoln & Black Hills Railroad.....	Palmer, Nebraska.....	Ericson, Nebraska.....	62.94
Grand Island & Wyoming Central Railroad.....	Grand Island, Nebraska.....	Burwell, Nebraska.....	10.38
		Sargent, Nebraska.....	73.29
		Wyoming State Line, S. D.....	401.32

PROPERTY OPERATED—Continued

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
Grand Island & Wyoming Central Railroad.....	Edgemont Junction, S. D.....	Deadwood, South Dakota.....	106.40
Grand Island & Wyoming Central Railroad.....	Minnekahta, South Dakota.....	Hot Springs.....	13.54
Grand Island & Wyoming Central Railroad.....	Englewood, South Dakota.....	Spearfish, South Dakota.....	31.91
Grand Island & Wyoming Central Railroad.....	Hill City Junction.....	Keystone, South Dakota.....	9.50
Kansas City & Omaha Railroad.....	Stromsburg, Nebraska.....	Alma, Nebraska.....	149.55
Grand Island & Northern Wyoming Railroad.....	McCool Junction, Nebraska.....	K. C. & O. Junction, Nebraska.....	43.53
Grand Island & Northern Wyoming Railroad.....	Wyoming State Line, Neb.....	Montana State Line, Wyo.....	229.59
Big Horn Southern Railroad.....	Newcastle, Wyoming.....	Huntley, Montana.....	7.00
Denver, Utah & Pacific Railroad.....	Montana State Line.....	Utah Junction, Colorado.....	101.74
Denver, Utah & Pacific Railroad.....	Denver, Colorado.....	Lyons, Colorado.....	3.00
Republican Valley & Wyoming Railroad.....	Burns Junction, Colorado.....	Imperial, Nebraska.....	32.67
Omaha & North Platte Railroad.....	Culbertson, Nebraska.....	Schuyler, Nebraska.....	49.17
Omaha & North Platte Railroad.....	At South Omaha, Nebraska.....	Guernsey, Wyoming.....	80.59
Nebraska, Wyoming & Western Railroad.....	Alliance Junction.....	Colorado State Line.....	.60
Nebraska, Wyoming & Western Railroad.....	Northport, Nebraska.....	Sterling, Colorado.....	137.68
Denver & Montana Railroad.....	Colorado-Nebraska State Line.....	Brush, Colorado.....	53.88
Denver & Montana Railroad.....	Union, Colorado.....	Cody, Wyoming.....	27.85
Chicago, Burlington & Quincy Railroad.....	Toluca, Montana.....	Piedmont, South Dakota.....	11.39
Black Hills & Ft. Pierre Railroad.....	Lead, South Dakota.....	Este, South Dakota.....	130.15
Black Hills & Ft. Pierre Railroad.....	Rucks, South Dakota.....	Worland.....	36.57
Big Horn Railroad.....	Frannie.....	Sioux City Junction.....	18.91
Sioux City & Western Railroad.....	Ashlund Junction.....	Sioux City Junction.....	91.04
Keokuk & Western Railroad.....	Alexandria, Missouri.....	Van Wert, Iowa.....	102.90
Hum. & Shenandoah Railroad.....	Van Wert, Iowa.....	Shenandoah, Iowa.....	142.71
Des Moines & Kansas City Railroad.....	Des Moines, Iowa.....	Cainsville, Missouri.....	92.54
Hannibal & St. Joseph Railroad.....	Des Moines, Iowa.....	St. Joseph, Missouri.....	105.02
Quincy Bridge Railroad Co.....	At St. Joseph.....	At Quincy, Illinois.....	206.52
Quincy & Palmyra Railroad.....	At Quincy, Illinois.....	Palmyra Junction.....	2.57
Quincy & Palmyra Railroad.....	At Quincy, Illinois.....	Kansas City, Missouri.....	1.04
Kansas City & Cameron Railroad.....	At Quincy, Illinois.....	Keokuk, Iowa.....	12.85
Keokuk & Northwestern Railroad.....	Cameron Junction, Missouri.....	St. Louis, Missouri.....	1.02
St. Louis, Keokuk & Northwestern Railroad.....	Burlington, Iowa.....	Felton.....	53.83
Old Monroe & Mexico Railroad.....	Keokuk, Iowa.....	Keokuk, Iowa.....	42.33
Keokuk & Northwestern Railroad.....	Old Monroe.....	Council Bluffs, Iowa.....	167.15
Kansas City, St. Joseph & Council Bluffs R. R.....	Mt. Pleasant Junction.....	Stillings, Missouri.....	63.27
Kansas City, St. Joseph & Council Bluffs R. R.....	Kansas City, Missouri.....	Winthrop, Missouri.....	48.01
Kansas City, St. Joseph & Council Bluffs R. R.....	East Leavenworth.....	Winthrop, Missouri.....	100.89
Kansas City, St. Joseph & Council Bluffs R. R.....	Armour, Missouri.....	Winthrop, Missouri.....	1.05
Kansas City, St. Joseph & Council Bluffs R. R.....	Armour, Missouri.....	Winthrop, Missouri.....	3.51

Kansas City, St. Joseph & Council Bluffs R. R.	Amazonia, Missouri.....	Hopkins, Missouri.....	50.44
Nodaway Valley Railroad.....	Buglow, Missouri.....	Burlington Junction.....	31.54
Tarkio Valley Railroad.....	Corning, Missouri.....	Northboro, Iowa.....	27.61
C. B. & K. C. Railroad.....	Viele, Iowa.....	Bloomfield, Iowa.....	69.79
C. B. & K. C. Railroad.....	Moulton, Iowa.....	Carrollton, Missouri.....	121.24
Iowa & St. Louis Railway.....	Sedan, Iowa.....	Mercerville, Missouri.....	62.04
Burlington & Western Railroad.....	Medapolis, Iowa.....	Oskaloosa, Iowa.....	90.82
Burlington & Western Railroad.....	Oskaloosa, Iowa.....	Tracey, Iowa.....	13.16
Burlington & Northwestern Railroad.....	Winfield, Iowa.....	Washington, Iowa.....	18.64
Deadwood Central Railroad.....	Pluma, South Dakota.....	Lead City, South Dakota.....	2.00
Deadwood Central Railroad.....	Kirk, South Dakota.....	Terry, South Dakota.....	3.60
Deadwood Central Railroad.....	Nevada Gulch Line.....		2.58
Deadwood Central Railroad.....	White Tail above Nevada.....		1.67
Deadwood Central Railroad.....	Extension up North Fork of White Tail.....		.90
Deadwood Central Railroad.....	Galena Junction, South Dakota.....	Galena, South Dakota.....	6.95
Pennsylvania Railroad.....	At Chicago, Illinois.....		1.22
Illinois Central Railroad.....	Portage Curve.....	East Dubuque, Illinois.....	12.41
Dunleith & Dubuque Bridge Co.	East Dubuque, Illinois.....	Dubuque, Iowa.....	1.12
Chicago & North-Western Railway.....	Clinton, Iowa.....		.98
D., R. I. & N. W. Railway.....	East Alton, Illinois.....	East St. Louis, Illinois.....	19.05
Wabash Railroad.....	Rock Island, Illinois.....	Clinton, Iowa.....	38.02
Union Pacific Railway.....	Bloomfield, Iowa.....	Moulton, Iowa.....	14.11
Union Pacific Railway.....	U. P. Transfer.....	Omaha, Nebraska.....	2.79
Union Pacific Railway.....	Gilmore Nebraska.....	South Omaha, Nebraska.....	4.54
Union Pacific Railway.....	Sterling, Colorado.....	Union, Colorado.....	23.67
Great Northern Railway.....	St. Paul, Minnesota.....	Minneapolis, Minnesota.....	11.65
St. Paul Union Depot Co.	At St. Paul.....		.53
Minneapolis Union Railway Co.	At Minneapolis.....		2.21
Winona Bridge Railway.....	East Winona, Wisconsin.....	Winona, Minnesota.....	.98
Terminal Railroad Association.....	At St. Louis, Missouri.....	And to East St. Louis, Ill.	7.03
Missouri, ansas & Texas Railway.....	At Hannibal, Missouri.....		.80
Wabash Railroad.....	At Hannibal, Missouri.....		.44
Keokuk & Han. Bridge Co.	At Keokuk, Iowa.....		.03
Chicago & Alton Railroad.....	At Louisiana, Missouri.....		.24
ansas City Union Depot Co.	At Kansas City.....		.20
Atchison Union Depot & Railroad Co.	Winthrop, Missouri.....	State Line.....	.39
Leavenworth Bridge & Terminal Co.	At Atchison, ansas.....	Leavenworth, Kansas.....	1.73
South Omaha Stock Yards Co.	Stillings, Missouri.....		.41
Colorado & Southern Railway Co.	Utah Junction, Colorado.....	Burns Junction, Colorado.....	11.30
Northern Pacific Railway.....	Huntley, Montana.....	Billings, Montana.....	12.62
Chicago, Rock Island & Pacific Railway.....	At Carson, Iowa.....		.23
Chicago & Alton Railway.....	East Louisiana, Illinois.....	Louisiana, Missouri.....	2.07
Chicago, Rock Island & Pacific Railway.....	Burlington, Iowa.....	Mediapolis, Iowa.....	13.77
Union Pacific Railway.....	At Stromburg, Nebraska.....		.22
St. Joseph & Grand Island Railroad.....	K. C. & O. Junction, Neb.....	Endicott, Nebraska.....	12.00

7,837.06

REPORT RAILROAD AND WAREHOUSE COMMISSION

PROPERTY OPERATED—Continued.

(Page 9.)

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
St. Joseph & Grand Island Railroad.....	At Fairfield, Nebraska.....	.....	2.65	
Des Moines Union Railroad Co.....	At Des Moines, Nebraska.....	.....	2.89	
Quincy, Omaha & Kansas City Railway.....	At Milan, Missouri.....	.....	.52	
Chicago & Alton Railroad.....	At Felton, Missouri.....	.....	.02	
Jacksonville Midland Railroad.....	At Jacksonville.....	.....	.07	
Chicago, Peoria & St. Louis Railway.....	At Jacksonville.....	.....	.48	
Chicago & Alton Railroad.....	Wann.....	Alton.....	4.27	
Chicago & Alton Railroad.....	West Alton.....	Wann.....	2.69	
M. & I. B. & B. Railroad.....	At Sioux City.....	.....	.58	
Chicago, Milwaukee & St. Paul Railway.....	Sioux City Junction.....	Junction with Combination Bridge Track.....	3.19	
Great Northern Railroad.....	At Sioux City.....	.....	1.18	
Combination Bridge Co.....	.....	.....		8,875.07
Total .....	.....	.....		8,875.07

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

The roads and property of the Chicago, Burlington & Quincy Railroad Company are leased to and operated by the Chicago, Burlington & Quincy Railway Company, a corporation of the State of Iowa, under written lease for ninety-nine years, dated November 20, 1901; the rental being payment by the lessee of all taxes assessed against the property, and other fixed charges, together with interest upon all outstanding bonds of the lessor, and sinking fund requirements and dividends upon the capital stock of the lessor at the rate of seven (7) per cent annually. The general balance sheet and the income account are made in composite form and show the assets and liabilities of both companies.

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	1,138,361
Par value of shares.....	\$100.00
Total par value authorized.....	\$110,839,100.00
Total amount issued and outstanding.....	110,839,100.00
Dividends declared during year—	
Rate	7 per cent
Amount	\$7,758,737.00

(Page 28.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

• STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.

See Tables XIV and XIV A.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Adams Express Company.
2. Mails are transported at rates fixed by acts of congress.
3. Pullman Company for sleeping cars.
5. Great Northern Railway use of track St. Paul to Minneapolis; Minneapolis Union Railway use of track at Minneapolis.
7. North American Telegraph Company owns and operates wires strung on C., B. & Q. R. R. Co.'s poles, paying an annual rental for the privilege.
9. Winona Bridge Railway Company use of bridge at Winona, Minn.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE.
A. Mileage of Road Operated (All Tracks).

LINE IN USE	Line Represented by Capital Stock		Line of Proprietary Companies	Line operated under lease	Line operated under contract etc.	Line operated under trackage rights	Total Mileage Operated	New Line Constructed during year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	822.41	783.66	.....	.....	.....	215.00	8,875.07	198.97	64.81	8,595.26
Miles of second track.....	451.05	77.52	.....	.....	.....	63.53	592.10	.50	.....	592.57
Miles of third track.....	23.55	.....	.....	.....	.....	.....	23.55	.....	.....	23.55
Miles of yard track and sidings.....	689.65	1,750.12	.....	.....	.....	.....	2,439.77	152.61	128.79	2,310.98
Total mileage operated (all tracks).....	1,986.66	2,665.30	.....	.....	.....	278.53	11,930.49	351.38	193.60	11,485.36

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory	Illinois	Iowa	Wisconsin	Minnesota	Missouri	Kansas	Nebraska	South Dakota	Wyoming	Montana	Colorado	Total mileage operated (single track)...
Line Represented by Capital Stock	356.25	274.55	299.57	282.61	1,122.03	259.62	252.52	282.49	451.42	187.38	394.38	8,824.1
Main Line	1,250.64	1,091.10	299.57	282.61	1,122.03	259.62	252.52	282.49	451.42	187.38	394.38	7,887.66
Branches and Spurs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Line of Proprietary Companies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Line operated under lease	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Line operated under contract etc.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Line operated under trackage rights	43.31	72.35	14.83	11.63	11.63	32	23.93	.....	.....	12.62	34.97	215.00
Total Mileage Operated	1,680.90	1,488.00	299.57	282.61	1,133.66	260.44	276.45	282.49	451.42	199.90	429.35	8,875.07
New Line Constructed during year	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	198.97
Rails	28.62	24.03	.....	.....	.....	.....	.....	.....	.....	.....	.....	64.81
Iron	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Steel	1,613.27	1,241.32	282.57	282.61	1,122.03	259.62	252.52	282.49	451.42	187.38	394.38	8,595.26

(Page 67.)

MILEAGE—Continued

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY	Lines Represented by Capital Stock		Total Mileage Owned	New Line Constructed during year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Illinois	356.25	1,280.64	1,636.89	.....	23.62	1,613.27
Iowa	274.55	1,091.10	1,365.65	.....	34.08	1,341.62
Wisconsin .....	.....	232.57	232.57	.....	.....	232.57
Minnesota .....	.....	28.61	28.61	.....	.....	23.61
Missouri .....	.....	1,132.08	1,132.08	.....	.....	1,122.08
Kansas .....	.....	259.62	259.62	.....	.....	259.03
Nebraska	191.61	2,532.53	2,714.13	102.90	17.16	2,696.97
South Dakota .....	.....	282.49	282.49	.....	.....	282.49
Wyoming .....	.....	451.42	451.42	4.83	.....	451.42
Montana .....	.....	187.28	187.28	91.04	.....	187.28
Colorado .....	.....	894.88	894.88	.....	.....	894.88
Total mileage owned (single track)	822.41	7,337.66	8,160.07	198.27	64.81	8,595.26

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE	Lines Represented by Capital Stock		Line of Proprietary Companies	Line operated under lease	Line operated under contract etc.	Line operated under trackage rights	Total Mileage Operated	New Line Constructed during year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....		23.61				14.84	38.45			23.61
Miles of second track.....		2.26				32.86	35.11			2.26
Miles of yard track and sidings.....		27.73					27.73			27.73
Total mileage operated (all tracks).....		53.59				47.70	101.29			53.59

MILEAGE—STATE OF MINNESOTA

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Lines Represented by Capital Stock		Mileage of Proprietary Co. Served by Reporting Co.	Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Minnesota		23.61		23.61			23.61
Total mileage owned (single track).....		23.61		23.61			23.61

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

CHICAGO GREAT WESTERN RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago Great Western Railway Company.

2. Date of organization? January 5, 1892.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under General Laws of State of Illinois. Articles of incorporation filed with secretary of state for the State of Illinois, January 16, 1892.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Organized for the purpose of reorganizing the C., St. P. & K. C. Ry. Co., which was organized under the General Laws of the State of Iowa, May 25, 1886.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Frederick Weyerhaeuser.....	St. Paul, Minnesota.....	September, 1907
A. B. Stickney.....	St. Paul, Minnesota.....	September, 1907
Ansel Oppenheim.....	St. Paul, Minnesota.....	September, 1908
J. W. Lusk.....	St. Paul, Minnesota.....	
S. C. Stickney.....	St. Paul, Minnesota.....	
R. C. Wight.....	St. Paul, Minnesota.....	
C. O. Kalman.....	St. Paul, Minnesota.....	September, 1907
T. H. Wheeler.....	New York City, New York.....	September, 1908
H. E. Fletcher.....	Minneapolis, Minnesota.....	September, 1908

Total number of stockholders at date of last election? 5,263.

Date of last meeting of stockholders for election of directors? September 6, 1906.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, C. O. Kalman; title, auditor; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	A. B. Stickney.....	St. Paul, Minnesota
President	A. B. Stickney.....	St. Paul, Minnesota
First vice-president.....	Ansel Oppenheim.....	St. Paul, Minnesota
Second vice-pres. & gen. mgr..	S. C. Stickney.....	St. Paul, Minnesota
Third vice-president.....	L. S. Cass.....	St. Paul, Minnesota
Secretary	R. C. Wight.....	St. Paul, Minnesota
Treasurer	R. O. Bernard.....	St. Paul, Minnesota
General counsel.....	F. B. Kellogg.....	St. Paul, Minnesota
General attorney.....	A. G. Briggs.....	St. Paul, Minnesota
Auditor	C. O. Kalman.....	St. Paul, Minnesota
General manager.....	See second vice-president.....	St. Paul, Minnesota
Chief engineer.....	W. H. Chadburn.....	St. Paul, Minnesota
General superintendent.....	G. A. Goodell.....	St. Paul, Minnesota
Division superintendent.....	C. E. Dafoc.....	
Division superintendent.....	C. P. Stembel.....	Chicago, Illinois
Division superintendent.....	C. L. Nichols.....	Des Moines, Iowa
General freight agent.....	W. E. Pinckney.....	St. Paul, Minnesota
Asst. general freight agent.....	G. F. Thomas.....	St. Paul, Minnesota
Asst. general freight agent.....	E. E. Watson.....	St. Paul, Minnesota
Asst. general freight agent.....	F. H. Tibbits.....	Chicago, Illinois
Asst. general freight agent.....	J. C. Shea.....	Chicago, Illinois
Asst. general freight agent.....	C. R. Berry.....	St. Joseph, Missouri
General passenger agent.....	J. P. Elmer.....	St. Paul, Minnesota
Asst. general passenger agent.....	R. F. Malone.....	St. Paul, Minnesota
General ticket agent.....	J. P. Elmer.....	St. Paul, Minnesota
Asst. general ticket agent.....	R. F. Malone.....	St. Paul, Minnesota
General baggage agent.....	G. T. Spilman.....	Chicago, Illinois

(Page 9A.) / PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Chicago Great Western Railway.....	Minneapolis	Iowa State Line.....	110.68	117.63
B. Mantorville Branch.....	Eden	Mantorville	6.95	
5. Minneapolis & St. Louis Railroad.....	In Minneapolis	In Minneapolis	.12	10.01
St. Paul & Northern Pacific Railway.....	Minneapolis	St. Paul	9.80	
St. Paul Union Depot Co.....	In St. Paul		.69	
Total				128.24

REPORT RAILROAD AND WAREHOUSE COMMISSION

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
1. A. Chicago Great Western Railway.....	Minneapolis Depot St. Paul, Minn. Galena Junction, Ill. Oelwein, Iowa Freight Line through Des Moines Passenger Line through Des Moines South Des Moines, Iowa Bee Creek, Iowa	M. & St. L. Ry. Dubuque, Iowa Forest Home, Ill. Des Moines, Iowa Des Moines St. Joseph, Mo. Beverly, Mo.	.41 252.80 147.31 130.32 2.48 .33 156.42 22.92
1. B. Mantorville Branch.....	Eden, Minn.	Mantorville, Minn.	6.95
De Kalb Branch.....	Sycamore, Ill.	De Kalb, Ill.	5.31
Cedar Falls Branch.....	Wilson Jct., Iowa	Cedar Falls, Iowa	7.48
2. De Kalb Great Western.....	Included in "B"		
3. None.....			
4. Minneapolis & St. Louis Railway.....	In Minneapolis		.11
St. Paul & Northern Pacific.....	In Minneapolis	St. Paul	9.80
Dubuque & Duluth Railway Co.....	Dubuque, Iowa	East Dubuque, Ill.	.59
Illinois Central Railway.....	East Dubuque, Ill.	Portage Curve, Ill.	13.22
Chicago, Burlington & Northern Railway.....	Portage Curve, Ill.	Galena Jct., Ill.	.51
Chicago Terminal Transfer Co.....	Forest Home, Ill.	Chicago, Ill.	10.34
Des Moines Union Railway.....	In Des Moines		2.23
Chicago, Burlington & Quincy Railway.....	In Des Moines		.52
Kansas City, St. Joseph & Council Bluffs Railway.....	In St. Joseph, Mo.		.81
St. Joseph Terminal.....	In St. Joseph, Mo.	Bee Creek, Mo.	.40
Atchison, Topeka & Santa Fe Railway.....	Beverly, Mo.	Stillings, Mo.	7.66
Chicago, Rock Island & Pacific Railway.....	Stillings, Mo.	Leavenworth, Kan.	3.66
Leavenworth Bridge & Terminal Co.....	Leavenworth, Kan.	South Leavenworth, Kan.	1.85
Atchison, Topeka & Santa Fe Railway.....	South Leavenworth, Kan.	Soldiers' Home	1.40
Atchison, Topeka & Santa Fe Railway.....	Soldiers' Home	Kansas City, Kan.	2.30
Suburban Belt Railway.....	Kansas City, Kan.	Kansas City, Mo.	27.31
			2.90
Total			85.13
			818.36

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[For Roads Not Making Operating Reports.]

Name of Railroad the Income of Which from Lease, or from Other Assignment for Operation, is Included in the Income Account—Page 33.

NAME.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From	To			
Waverly Branch of Chicago Great Western Ry. Co.....	Sumner	Waverly	Waterloo & Cedar Falls Rapid Transit Co.....	Lease	21.24

Lease gives exclusive use of line from Waverly and west side Linn St. to a point 2,000 feet west of west switch at Sumner, which point is 0.77 miles from Sumner end of line. On this 0.77 miles the lessee has joint use.

(Page 17.)

CAPITAL STOCK.

Common—	
Number of shares authorized.....	500,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$50,000,000.00
Total amount issued and outstanding.....	\$44,465,125.00
4 Per Cent Debenture Stock—	
Number of shares authorized.....	300,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$30,000,000.00
Total amount issued and outstanding.....	\$26,129,489.00
Dividends declared during year—	
Rate	4 per cent
Amount	\$1,044,984.00
Preferred—	
Stock "A" for six months—	
Number of shares authorized.....	150,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$15,000,000.00
Total amount issued and outstanding.....	11,372,400.00
Dividends declared during year—	
Rate	2½ per cent
Amount	\$283,422.50
Stock "A" for six months—	
Number of shares authorized.....	150,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$15,000,000.00
Total amount issued and outstanding.....	11,372,400.00
Rate	2½ per cent
Amount	\$283,422.50
Issued—	
Stock "B"—	
Number of shares authorized.....	240,000
Par value of shares.....	\$100.00
Total par value authorized.....	24,000,000.00
Total amount issued and outstanding.....	23,070,706.00
Issuable—	
Total amount issued and outstanding.....	\$54,236.00
Totals—	
Number of shares authorized.....	1,190,000
Total par value authorized.....	\$119,000,000.00
Total amount issued and outstanding.....	105,092,026.00
Dividends declared during year.....	1,328,106.50

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—	
Preferred, "B"—	
Total number shares issued and outstanding.....	2,603,190
Total cash realized.....	\$1,301,615.00
5 Per Cent Preferred "A"—	
4 Per Cent Debenture—	
Total number shares issued and outstanding.....	16,650,089
Total cash realized.....	\$14,022,113.27
Issued for Reorganization—	
Common—	
Total number shares issued and outstanding.....	21,366,395
Preferred—	
Total number shares issued and outstanding.....	4,830,000
5 Per Cent Preferred "A"—	
Total number shares issued and outstanding.....	11,372,400
4 Per Cent Debenture—	
Number of shares issued during year.....	24
Total number shares issued and outstanding.....	9,470,400
Issued in Exchange for Stock of the Mason City & Ft. Dodge and Wisconsin, Minnesota & Pacific Railways—	
Common—	
Total number shares issued and outstanding.....	23,098,800
Preferred "B"—	
Number of shares issued during year.....	4,455.96
Total number shares issued and outstanding.....	15,581,516
Preferred "B" Issuable—	
Total number shares issued and outstanding.....	54,236
Totals—	
Number of shares issued during year.....	4,470.96
Total number shares issued and outstanding.....	105,092,026
Total cash realized.....	\$16,323,728.27

(Page 21.)

FUNDED DEBT—Continued.

Equipment Trust Obligations.

A. GENERAL STATEMENT.

Series or Other Designation	Date of Issue	Term	Number of Payments	Equipment Covered
Pullman Company.....	July 1, 1903	5 years	60	100 box cars, 100 furniture cars.
American Car & Foundry Co.....	July 25, 1903	5 years	60	1 dining car.
Pullman Company.....	Dec. 15, 1903	5 years	60	150 vegetable cars. 1 buffet passenger car. 5 cafe observation cars. 2 chair cars. 5 milk cars.
Pullman Company.....	Jan. 15, 1904	5 years	60	3 buffet baggage cars, 2 postal cars. 2 cafe observation cars, 2 chair cars. 11 coaches.
Pullman Company.....	Nov. 9, 1906	5 years	60	280 box cars, 100 furniture cars.

B. STATEMENT OF AMOUNT.

Series or Other Designation	Cash Paid on Delivery of Equipment	Deferred Payments—Principal		Deferred Payments Interest		
		Original Amount	Amount Outstanding	Original Amount	Amount Outstanding	Amount Accrued During Year
Pullman Company.....	\$18,270.53	\$164,434.77	\$89,311.74	\$21,509.43	\$976.17	\$2,721.12
American Car & Foundry Co.....	16,402.50	147,622.50	35,178.97	19,526.70	1,036.69	2,560.74
Pullman Company.....	10,394.60	93,531.40	30,538.24	12,237.00	1,398.38	2,026.32
Pullman Company.....	16,724.00	150,606.00	51,955.16	19,700.40	1,945.20	3,262.26
Pullman Company.....	34,945.40	313,608.00	280,921.94	41,482.20	32,741.60	8,740.60
Total	\$96,647.03	\$869,823.27	\$437,926.05	\$114,455.73	\$37,907.94	\$10,311.04

*To adjust interest charged account deferred date of delivery, Cr..... \$19,311.04

479.12

\$18,381.92

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

3. Constructed 4.54 miles, second track; 11.43 miles, yard track and sidings.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Wells, Fargo & Company Express receives and delivers goods at railway company's express cars and pays a fixed annual sum per mile of road for the use of the railway company's express cars, and the hauling of same in passenger trains, but the amount paid shall in no case be less than 40 per cent of the gross earnings of the express company on the line of the Chicago Great Western Railway.

2. The United States government pays on a basis of amount and character of service.

3. The Pullman Company furnishes the necessary number of sleeping cars, and is paid on basis of miles run by cars. The sleeping car company receives the revenue derived from sale of berths and seats, and pays extra attendants in charge of cars.

No parlor cars in use on the Chicago Great Western Railway.

The dining cars are operated by the railway company.

4. There are no freight or transportation companies operating over this railway.

5. With Illinois Central Railroad Company for trackage of all trains of this company between East Dubuque and Portage Curve, Illinois, for which this company pays a fixed annual sum.

With Chicago, Burlington & Quincy Railway Company for trackage of all trains of this company between Portage Curve and Galena Junction, Illinois, for which this company pays a fixed annual sum.

With Chicago & Northern Pacific Railroad Company for use of terminals at Chicago, Illinois, from Forest Home to Harrison Street, 10.18 miles, for which this company pays a fixed annual sum.

With Des Moines Union Railway Company for use of 2.26 miles of main track and terminals in the City of Des Moines, Iowa, for which this company pays a fixed annual sum.

With Minnesota Transfer Railway Company for use of yards and tracks at Minnesota Transfer, for which this company pays one-ninth of the annual interest on the bonds of the Minnesota Transfer Railway Company.

With Atchison, Topeka & Santa Fe Railway Company for trackage of all trains of this company from St. Joseph to Bee Creek, Missouri, for which this company pays a fixed annual sum.

With St. Joseph Terminal Railway Company for use of tracks and terminals in the City of St. Joseph, Missouri, for which this company pays a fixed annual sum.

With Kansas City, St. Joseph & Council Bluffs Railroad Company for use of tracks and yards in the City of St. Joseph, Missouri, for which this company pays a fixed annual sum.

With Kansas City Northwestern Railroad Company for use of tracks from Leavenworth to Kansas City, Kansas, for which this company pays a fixed annual sum.

With Minneapolis & St. Louis Railroad Company for use of tracks in Minneapolis, Minnesota, for which this company pays \$600.00 per annum.

With Kansas City Southern Railway Company for use of tracks and depot in the City of Kansas City, Kansas, for which this company pays a fixed annual sum.

With Atchison, Topeka & Santa Fe Railway Company for use of 2.46 miles of track in the City of Leavenworth, Kansas, for which this company pays a fixed annual sum.

With Leavenworth & Topeka Railway Company for use of 1.40 miles of track in the City of Leavenworth, Kansas, for which this company pays a fixed annual sum.

With Des Moines & Kansas City Railway Company for use of .44 miles of track in the City of Des Moines, Iowa, for which this company pays a fixed annual sum.

With Chicago, Rock Island & Pacific Railway Company for use of 2.59 miles of track from Beverly to Stillings, Missouri, for which this company pays a fixed annual sum.

With St. Paul & Northern Pacific Railroad Company for use of yards and tracks in East Minneapolis, Minnesota, and trackage between St. Paul and Minneapolis, Minnesota, for which this company pays its proportion, based upon wheelage of 6 per cent per annum on the cost of the property.

7. The Postal Telegraph and Cable Company operates the telegraph lines, and, by contract, furnishes the necessary wires and facilities to the railway company for the transaction of its business on the lines of the road. Operators at railway stations are paid by the railway company and perform service for the telegraph company. Operators at city or outside offices are paid by the telegraph company. Material for maintenance is supplied by the telegraph company, and labor for maintenance is furnished by the railway company. The telegraph company receives all revenue derived from commercial business.

8. The following telephone companies furnish telephones at the various points on the line where required, and are paid fixed sums for the use of the instruments:

Northwestern Telephone Exchange Co.
 Kenyon Telephone Co.
 Central Union Telephone Co.
 Hawkeye Telephone Co.
 Missouri & Kansas Telephone Co.
 Farmers' Mutual Telephone Co.
 Chicago Telephone Co.
 Dubuque Telephone Co.
 Marshall Telephone Co.
 Delaware County Telephone Co.
 Citizens' Telephone Co.
 Platte County Telephone Co.
 Mantorville Independent Telephone Exchange Co.
 Ogle County Telephone Co.
 Iowa Telephone Co.

County Telephone Co.
De Kalb County Telephone Co.
Byron Telephone Co.
People's Telephone Co.
Bell Telephone Co.
Corn Belt Telephone Co.
Manning Telephone Co.
Western Electric Telephone Co.
Hayfield Telephone Exchange.
Nebraska Telephone Co.
Hurmence Telephone Co.

With Dunleith & Dubuque Bridge Company for use of bridge across Mississippi River at Dubuque, Iowa, for which this company pays a fixed annual sum.

With Leavenworth Terminal Railway & Bridge Company for use of bridge and tracks, for which this company pays a fixed annual sum.

With St. Paul Union Depot Company for use of terminals and passenger depot in St. Paul, Minnesota, for which this company pays its wheelage proportion of the fixed charges.

With St. Joseph Union Depot Company for use of passenger depot and tracks in St. Joseph, Missouri, for which this company pays one-tenth of interest on bonds.

9. With Estate of J. W. Harris for use of passenger station at Leavenworth, Missouri, for which this company pays a fixed annual sum.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.
(Company's Material Excluded.)

COMMODITY	Freight originating on this road	Freight received from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE	
	Whole Tons	Whole Tons	Whole Tons	Per Cent
Products of Agriculture—				
Grain			244,046	17.54
Flour			142,064	10.11
Other mill products.....			14,192	1.02
Hay			12,936	.98
Tobacco				
Cotton				
Fruit and vegetables.....			42,019	3.03
Other products of agriculture.....				
Total			455,257	
Products of Animals—				
Live stock.....			88,203	5.98
Dressed meats.....			70,543	5.07
Other packing house products.....			44,802	3.22
Poultry, game and fish.....			3,757	.27
Wool			1,670	.12
Hides and leather.....			14,470	1.04
Other products of animals.....			15,862	1.14
Total			234,307	
Products of Mines—				
Anthracite coal.....			29,358	2.11
Bituminous coal.....			209,123	15.03
Coke				
Ores			2,504	.18
Stone, sand and other like articles.....			17,114	1.23
Other products of mines.....				
Total			258,099	
Products of Forests—				
Lumber			83,065	5.97
Other products of forests.....			33,810	2.43
Total			116,875	
Manufactures—				
Petroleum and other oils.....			16,000	1.15
Sugar			8,487	.61
Naval stores.....				
Iron, pig and bloom.....			4,591	.33
Iron and steel rails.....			6,122	.44
Other castings and machinery.....			2,644	.19
Bar and sheet metal.....			2,365	.17
Cement, brick and lime.....			29,358	2.11
Agricultural implements.....			5,844	.42
Wagons, carriages, tools, etc.....			5,009	.36
Wines, liquors and beers.....			5,565	.40
Household goods and furniture.....			7,374	.53
Other manufactures.....				
Total			93,359	
Merchandise			130,232	9.46
Miscellaneous—				
Other commodities not mentioned above.....			103,240	7.43
Total tonnage—Minnesota.....			1,391,869	100.00
Total tonnage—entire line.....			3,557,838	100.00

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	712.99	20.24				85.13	818.36		*	*
Miles of second track.....	20.77					36.15	56.92	4.54	*	*
Miles of yard track and sidings.....	298.42	6.35				45.44	350.21	11.43	*	*
Total mileage operated (all tracks).....	1,032.18	26.59				166.72	1,225.49	15.97	*	*

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Minnesota	110.68	6.95				10.61	128.24		*	*
Iowa	370.57	7.48				3.96	381.31		*	*
Illinois	147.31	5.81				24.15	177.37		*	*
Missouri	84.43					15.09	99.45		*	*
Kansas						32.09	32.09		*	*
Total mileage operated (single track)....	712.99	20.24				86.13	818.36		*	*

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Mileage of Property Co. Served by Reporting Co.	Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Minnesota	110.68	6.95		117.63			
Iowa	370.57	29.42		399.99			
Illinois	147.31	5.81		163.12			
Missouri	84.43			84.43			
Total mileage owned (single track).....	712.99	42.18		765.17			

*All steel.

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	110.68	6.95				10.61	128.24		*	*
Miles of second track.....	4.35					10.49	14.84		*	*
Miles of yard track and sidings.....	70.14	1.52				18.03	89.35		*	*
Total mileage operated (all tracks).....	185.17	8.47				39.13	229.43		*	*

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota										
Minnesota	110.68	6.95				10.61	128.24		*	*
Total mileage operated (single track)....	110.68	6.95				10.61	128.24		*	*

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Mileage of Proprietary Co. Owned by Reporting Co.	Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Minnesota	110.68	6.95		117.63			
Total mileage owned (single track).....	110.68	6.95		117.63			

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago, Milwaukee & St. Paul Railway Company.

2. Date of organization? May 5, 1863.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Revised statutes of Wisconsin of 1858, chapter 79, section 33.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Formed on the foreclosure of a portion of the La Crosse & Milwaukee Railroad, which was organized under special act of the legislature of the State of Wisconsin in 1852.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
I. Ogden Armour.....	Chicago, Illinois.....	September, 1907
Frederick Layton.....	Milwaukee, Wisconsin.....	September, 1907
Joseph Milbank.....	New York City, New York.....	September, 1907
Percy A. Rockefeller.....	New York City, New York.....	September, 1907
Walter P. Bliss.....	New York City, New York.....	September, 1908
Frank S. Bond.....	New York City, New York.....	September, 1908
A. J. Earling.....	Chicago, Illinois.....	September, 1908
Chas. W. Harkness.....	New York City, New York.....	September, 1908
Henry H. Rogers.....	New York City, New York.....	September, 1908
Peter Geddes.....	New York City, New York.....	September, 1909
Roswell Miller.....	New York City, New York.....	September, 1909
Wm. Rockefeller.....	New York City, New York.....	September, 1909
John A. Stewart.....	New York City, New York.....	September, 1909

Total number of stockholders at date of last election? 5,611.

Date of last meeting of stockholders for election of directors? September 29, 1906.

Give postoffice address of general office? Chicago, Ill.

Give postoffice address of operating office? Chicago, Ill.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, W. N. D. Winne; title, general auditor; address, Chicago, Ill.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	Roswell Miller.....	New York City, New York
President	A. J. Earling.....	Chicago, Illinois
Second vice-president.....	E. W. McKenna.....	Chicago, Illinois
Third vice-president.....	J. H. Hiland.....	Chicago, Illinois
Secretary	E. W. Adams.....	Milwaukee, Wisconsin
Treasurer	F. G. Ranney.....	Chicago, Illinois
General solicitor.....	Burton Hanson.....	Chicago, Illinois
General counsel.....	George R. Peck.....	Chicago, Illinois
Comptroller	H. G. Haugan.....	Chicago, Illinois
General auditor.....	W. N. D. Winne.....	Chicago, Illinois
Assistant general auditor.....	W. F. Dudley.....	Chicago, Illinois
General manager.....	W. J. Underwood.....	Chicago, Illinois
Chief engineer.....	D. J. Whittemore.....	Chicago, Illinois
General superintendent.....	D. L. Bush.....	Chicago, Illinois
Asst. general superintendents.....	Three in number.....	
Division superintendents.....	Twenty-three in number.....	
Superintendent of telegraph.....	W. J. Fry.....	Milwaukee, Wisconsin
Freight traffic manager.....	E. S. Keeley.....	Chicago, Illinois
General freight agent.....	H. E. Pierpont.....	Chicago, Illinois
Asst. general freight agents.....	Five in number.....	
General passenger agent.....	F. A. Miller.....	Chicago, Illinois
Asst. general passenger agents.....	Three in number.....	
General baggage agent.....	W. D. Carrick.....	Milwaukee, Wisconsin
Land commissioner.....	H. G. Haugan.....	Milwaukee, Wisconsin

(Page 9.)

PROPERTY OPERATED.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

TERMINALS		Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Total
FROM	TO									
Chicago and Milwaukee Division.										
Chicago	Milwaukee	45.06	37.92							82.98
Rondout	Janesville	31.67	34.57							66.24
Libertyville	Branch .....	.66								.66
Chicago and Evanston Division.										
Chicago	Llewellyn Park	13.75								13.75
Chicago and Council Bluffs Division (in Illinois).										
North Chicago	Pacific Junction	8.39								8.39
Pacific Junction	Savanna	133.18								133.18
Galewood	Dunning	2.98								2.98
Savanna	Iowa Line	2.80								2.80
Savanna	East Moline	47.70								47.70
Ashtale	Emer	15.10								15.10
Chicago and Council Bluffs Division (in Iowa).										
Illinois Line	Council Bluffs			348.46						348.46
Sabula Junction	Green Island			11.90						11.90
Green Island	Browns			11.68						11.68
Elk River Junction	Clinton			10.68						10.68
Davenport	Connection .....			.64						.64
Davenport	Jackson Junction			153.37						153.37
Eldridge	Hurricane			34.61						34.61
Paralta	Farley			48.63						48.63

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Kansas City Division.									
Marion	Ottumwa								97.00
Ottumwa Junction	Coburg								202.54
Sudbury	Rutledge								76.30
Machine and Southwestern Division.									
Racine	Kittredge	50.63	69.31						119.94
Janesville	Beloit		13.86						13.86
Elkhorn	Eagle		16.59						16.59
Rockton	Rockford	14.94							14.94
Dubuque Division.									
Green Island	River Junction			124.50					140.43
Bellevue	Cascade (Narrow Gauge)			35.77					35.77
Turkey River Junction	West Union			58.84					58.84
Waukon Junction	Waukon			22.95					22.95
Reno	Preston					57.77			57.77
Preston	Isinours					4.46			4.46
Superior Division.									
North Milwaukee	Champion		195.41						253.20
Green Bay	Spur .....		.61						.61
Harbert Junction	Appleton		20.44						20.44
Menasha	Neeah		1.39						1.39
Oconto Junction	Oconto		11.94						11.94
Ellis Junction	Menominee		21.09						22.61
Wausaukee	Girard Junction		17.65						17.65
Channing	Ontonagon								92.87
Kelso	Crystal Falls								6.94
La Crosse Division.									
Milwaukee (Reed St.)	La Crosse		196.69						196.69
Watertown Junction	Madison		86.48						36.48
Portage City	East Madison		83.01						33.01
Viroqua Junction	Viroqua		82.17						32.17
North La Crosse	Onalaska		3.76						3.76
Northern Division.									
Merrill Park	North Milwaukee		6.17						6.17
Chestnut Street, Milwaukee	North Milwaukee		6.29						6.29
North Milwaukee	Portage City		89.16						89.16
Beaver Dam	Branch		2.09						2.09
Fox Lake	Fox Lake		2.70						2.70
Cement Line Junction	Rock		1.06						1.06
Granville	North Lake		20.08						20.08
Iron Ridge	Fond du Lac		30.94						30.94
Horicon	Berlin		42.30						42.30

PROPERTY OPERATED—Continued

TERMINALS		Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Total
From	To									
Ripon	Oskosh		19.09							19.09
Rush Lake Junction	Winneconne		14.89			31.61	32.72			64.33
Wisconsin Valley Division.										
New Lisbon	Babcock		31.68							31.68
Tonah	Babcock		28.72							28.72
Babcock	Star Lake		151.58							151.58
Pittsville	Pittsville		9.07							9.07
Dexter ville	Vesper		8.42							8.42
Nekoosa	Komadka		27.65							27.65
Otis	Branch		2.92							2.92
Heinemann	Heinemann		7.00							7.00
Gleason	Gleason		3.56							3.56
	Southward			20.48						20.48
River Division.										
North La Crosse	St. Paul		1.39		128.43					129.82
St. Paul	Minneapolis				8.30					8.30
St. Croix Junction	Stillwater				22.02					22.02
Wabasha Division.										
Wabasha	Zumbrota				54.21					54.21
Chippewa Valley Division.										
Wabasha	Chippewa Falls		61.18		1.83					63.01
Red Cedar Junction	Menomonie		16.32							16.32
Hastings and Dakota Division.										
South Minneapolis	Ortonville				177.97					177.97
Ortonville Junction	Aberdeen				1.47					1.47
Hastings	Benton Junction				53.71		107.02			108.49
Hopkins	Lake Minnetonka				7.84					7.84
Glencoe	Hutchinson				13.45					13.45
Milbank	Sisseton						37.24			37.24
Andover	Harlan					17.20	38.71			55.91
Fargo Division.										
Ortonville	Fargo				46.39	69.40	1.28			116.97

(Page 17.)

CAPITAL STOCK.

Common—	
Par value of shares.....	\$103.00
Total amount issued and outstanding.....	\$83,183,900.00
Dividend Payable October 18, 1906—	
Rate	3½ per cent
Amount	\$2,036,436.50
Dividend Payable April 20, 1907—	
Rate	3½ per cent
Amount	\$2,901,850.00
Total amount	4,938,286.50
Preferred—	
Par value of shares.....	\$100.00
Total amount issued and outstanding.....	\$49,808,400.00
Dividend Payable October 18, 1906—	
Rate	3½ per cent
Amount	\$1,737,904.00
Dividend Payable April 20, 1907—	
Rate	3½ per cent
Amount	\$1,741,159.00
Total amount	3,479,063.00
Totals—	
Total amount issued and outstanding.....	\$132,992,300.00
Dividends declared during year.....	8,417,349.50

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—

Common—	
Number of shares issued during year.....	250,000
Cash realized on amount issued during year.....	\$24,726,100.00
Total number shares issued and outstanding.....	53,119,326
Total cash realized.....	\$52,642,097.57
Preferred—	
Number of shares issued during year.....	250,000
Cash realized on amount issued during year.....	\$24,726,100.00
Total number shares issued and outstanding.....	5,195,917
Total cash realized.....	\$5,212,348.80

Issued in Exchange for Bonds—

Common—	
Number of shares issued during year.....	250,000
Cash realized on amount issued during year.....	\$24,726,100.00
Total number shares issued and outstanding.....	1,122,000
Preferred—	
Number of shares issued during year.....	4,310
Cash realized on amount issued during year.....	\$24,726,100.00
Total number shares issued and outstanding.....	33,977,000

***Issued for Dividends—**

*The stock issued for dividends was in lieu of amount of net earnings, which had been expended for construction and was charged to "Income Account."

Common—	
Total number shares issued and outstanding.....	8,261,565

Issued for Purchase of Stock of Other Companies and Other Lines of Road—

Common—	
Total number shares issued and outstanding.....	20,681,209
Preferred—	
Total number shares issued and outstanding.....	10,632,483

Totals—	
Number of shares issued during year.....	254,810
Cash realized on amount issued during year.....	\$24,726,100.00
Total number shares issued and outstanding.....	132,992,300
Total cash realized.....	\$57,854,256.37

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Description of Bonds	Date of Maturity	Interest			Amount of Bonds
		Rate	Payable	Accrued During Year	
Iowa and Dakota Division Extension.....	July 1, 1908	7	January and July	\$24,500.00	\$24,430.00
Southwestern Division.....	July 1, 1909	6	January and July	240,000.00	239,730.00
Hastings and Dakota Division Extension.....	January 1, 1910	7	January and July	397,600.00	397,775.00
Chicago and Pacific Division.....	January 1, 1910	5	January and July	49,500.00	49,450.00
Southern Minnesota Division.....	January 1, 1910	6	January and July	180,000.00	178,890.00
Mineral Point Division.....	July 1, 1910	5	January and July	445,920.00	443,790.00
Terminal Mortgage.....	July 1, 1910	5	January and July	142,000.00	142,000.00
La Crosse and Davenport Division.....	July 1, 1919	5	January and July	237,400.00	237,825.00
Dubuque Division.....	July 1, 1920	6	January and July	125,000.00	124,675.00
Wisconsin Valley Division.....	July 1, 1920	6	January and July	318,000.00	318,420.00
Chicago and Pacific Western Division.....	January 1, 1921	5	January and July	120,120.00	120,150.00
Wisconsin and Minnesota Division.....	July 1, 1921	7	January and July	1,267,000.00	1,266,750.00
Chicago and Lake Superior Division.....	July 1, 1921	5	January and July	237,750.00	237,250.00
Chicago and Missouri River Division.....	July 1, 1924	5	January and July	68,000.00	68,000.00
General Mortgage.....	May 1, 1929	4	January and July	154,150.00	153,300.00
General Mortgage.....	May 1, 1929	3 1/2	January and July	1,241,120.00	951,370.00
Wisconsin Valley Railroad Co.....	January 1, 1909	7	January and July	813,250.00	315,087.50
Milwaukee & Northern Railroad Co., first mortgage.....	June 1, 1910	6	June & December	77,455.00	76,082.50
Milwaukee & Northern Railroad Co., consolidated.....	June 1, 1913	6	June & December	129,300.00	130,950.00
Dakota & Great Southern Railway Co.....	January 1, 1916	5	January and July	305,520.00	249,670.00
Fargo & Southern Railway Co.....	January 1, 1924	6	January and July	142,800.00	143,950.00
Interest on bonds retired.....				75,000.00	74,970.00
				3,695.00	11,375.00
Less amount of interest on bonds in the treasury of the company and in hands of trustees—not payable—included above.....				\$6,295,080.00	
Total.....				352,940.00	
Mortgage bonds.....				\$5,942,140.00	\$5,949,090.00
Grand total.....				5,942,140.00	5,949,090.00
				\$5,942,140.00	\$125,817,500.00
					125,817,500.00
					\$125,817,500.00

"Cash Realized on Amount Issued" is not shown in above table, because of inability to ascertain the consideration upon which all bonds were originally issued.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.

See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.

See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Miles of road, June 30, 1906.....		7,043.54
Constructed—		
Colton to Renner, South Dakota.....	18.96	
Murdo MacKenzie, South Dakota, westward.....	110.97	
Rapid City, South Dakota, eastward.....	22.11	
		<u>147.04</u>
2. Track taken up—		
Glenham, South Dakota.....	3.18	
Rearrangement—		
Chamberlain, South Dakota.....	.25	
Granville to Oglesby, Illinois.....	.46	
		<u>*3.89</u>
		7,186.69
6. Increase in Capital Stock—		
1,540 shares preferred stock issued in exchange for bonds..	\$154,000.00	
Common stock authorized.....	25,000,000.00	
		<u>\$25,154,000.00</u>
7. Increase in Funded Debt—		
Bonds issued for underlying bonds retired and canceled....	\$4,199,000.00	
Decrease in Funded Debt—		
Received in exchange for preferred stock and canceled.....	154,000.00	
Redeemed and canceled during the year.....	77,000.00	
		<u>\$231,000.00</u>
Net increase		<u>3,968,000.00</u>
Total increase		<u>\$29,122,000.00</u>

*Deduct.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS—ENTIRE LINE.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The United States Express Company occupies the lines of this company, doing a general express business. Rates are various and are governed by the business done and the facilities furnished.

2. Compensation for mail service is not permanently fixed. Service is ordered subject to the rules and regulations of the Postoffice Department, and the amount paid is based upon the weight of the mail transported over each route.

3. The sleeping, parlor and dining cars are owned and operated by the Chicago, Milwaukee & St. Paul Railway Company.

Sleeping car rates, \$1.50 to \$2.50, according to distance.
Parlor car rates, 25 cents to \$1.00, according to distance.
Dining car rates, \$1.00 per meal and a la carte.

4. The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage or per diem.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

Page 15

RAILROAD TRAFFIC NO. 1001—ENTIRE LINE
Company's Mineral Exports

Commodity	Freight Originating in Minnesota	Freight Received from Minnesota and Other Carriers	Total Freight Tonnage	
	Wagon Tons	Wagon Tons	Wagon Tons	Per Cent.
Products of Agriculture—				
Wheat	4,119,551	—	4,119,551	14.676
Barley	471,844	2,111	712,245	2.491
Oats	484,879	17,747	524,715	1.932
Hay	177,544	24,111	212,537	.709
Timothy	52,124	1,052	53,276	.196
Other	—	—	—	—
Flax and hemp	21,777	142,248	358,318	1.358
Other products of agriculture	111,547	59,559	93,428	1.876
Total	4,999,244	174,961	6,470,915	22.628
Products of Animals—				
Live stock	1,422,257	128,607	1,148,562	4.018
Dressed meats	298,452	14,301	312,753	1.094
Other packing house products	114,151	1,462	115,613	.404
Wool, grease and fat	12,522	9,094	21,346	.075
Other	19,523	1,534	12,397	.043
Hay and feed	69,566	15,113	84,679	.296
Other products of animals	76,759	3,803	80,592	.282
Total	1,664,019	172,233	1,776,251	6.219
Products of Mines—				
Iron ore	891,501	1,915	892,416	3.124
Bituminous coal	2,444,826	556,262	3,001,088	10.495
Coke	374,035	259,372	633,407	2.215
Iron	2,340,956	132,420	2,473,406	8.649
Stone, wood and other like articles	1,318,861	67,774	1,886,485	4.848
Other products of mines	59,365	65,113	124,478	.435
Total	7,429,374	1,082,856	8,512,230	29.766
Products of Forests—				
Lumber, bath and shingles	1,461,715	709,368	2,171,083	7.592
Other products of forests	1,350,109	272,956	1,623,065	5.676
Total	2,811,824	982,324	3,794,148	13.268
Manufactures				
Petroleum and other oils	257,353	40,214	297,567	1.041
Sugar	33,085	—	33,085	.116
Sisal, straw, etc.	2,856	—	2,856	.010
Iron, pig and bloom	425,044	42,042	467,086	1.683
Iron and steel rails	148,433	70,575	219,008	.766
Other castings and machinery	322,752	38,071	360,823	1.262
Bar and sheet metal	55,672	92,125	147,797	.517
Cement, brick and lime	673,109	180,791	853,900	2.986
Agricultural implements	144,339	26,622	170,961	.598
Wagons, carriages, tools, etc.	78,333	10,482	88,815	.311
Wines, liquors and beers	504,711	13,404	518,115	1.818
Household goods and furniture	124,218	14,012	138,230	.483
Other manufactures	567,922	204,192	722,114	2.700
Total	3,337,827	732,530	4,070,357	14.235
Merchandise	2,446,006	302,574	2,748,580	9.619
Miscellaneous—				
Other commodities not mentioned above	975,527	248,033	1,223,560	4.279
Total tonnage Minnesota	24,698,530	3,897,511	28,596,041	100.000

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67) MILEAGE—Continued
C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Mileage of Property Co. Served by Reporting Co.	Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Wisconsin	1,722.77	.....	.....	1,722.77	.....	.....	1,722.77
Illinois	412.26	.....	.....	412.26	.....	.....	412.26
Iowa	1,870.12	.....	.....	1,870.12	.....	80.06	1,840.06
Minnesota	1,202.48	.....	.....	1,202.48	.....	18.25	1,184.23
North Dakota	152.76	.....	.....	152.76	.....	.....	152.76
South Dakota	1,512.86	.....	.....	1,512.86	147.04	33.65	1,479.21
Missouri	140.27	.....	.....	140.27	.....	.....	140.27
Michigan	159.12	.....	.....	159.12	.....	.....	159.12
Total mileage owned (single track).....	7,172.64	.....	.....	7,172.64	147.04	81.96	7,090.68

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	1,202.48					8.44	1,210.92		18.25	1,184.33
Miles of second track.....	13.04					20.35	33.39			13.04
Miles of third track.....	1.63						1.63			1.63
Miles of connecting track.....	6.85					.19	7.04	.17		6.85
Miles of yard track and sidings.....	274.97					3.73	278.70	6.19	27.00	247.97
Total mileage operated (all tracks).....	1,498.97					32.71	1,531.68	6.36	45.25	1,453.72

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota										
Minnesota	1,202.48					8.44	1,210.92		18.25	1,184.33
Total mileage operated (single track)....	1,202.48					8.44	1,210.92		18.25	1,184.33

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

(Page 3.)

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY**HISTORY.**

1. Name of common carrier making this report? The Chicago, Rock Island & Pacific Railway Company.
2. Date of organization? June 2, 1880.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under laws of the states of Illinois and Iowa.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

The Chicago, Rock Island & Pacific Railway Company is a consolidated company, and owns the property located in the states of Illinois, Iowa, Minnesota, South Dakota, Missouri, Kansas, Nebraska, Colorado, Oklahoma Territory and the Indian Territory, by virtue of its articles of consolidation and purchases as hereinafter stated.

As a consolidated organization, its constituent companies are as follows:

- (a) The Rock Island & La Salle Railroad Company, created by special charter granted by the State of Illinois, February 27, 1847.
- (b) The Chicago and Rock Island Railroad Company, successor to the Rock Island and La Salle Railroad Company by amendment to the charter of the former company, February 7, 1851.
- (c) On the first day of January, 1853, the Mississippi & Missouri Railroad Company was incorporated under the general laws of the State of Iowa, and the road constructed by it sold under foreclosure to the Chicago, Rock Island & Pacific Railroad Company, incorporated under the General Laws of the State of Iowa on the 28th day of May, 1866.
- (d) On the 20th day of August, 1866, the Chicago & Rock Island Railroad Company of Illinois and the Chicago, Rock Island & Pacific Railroad Company of Iowa were consolidated by virtue of the general laws of the states of Illinois and Iowa, the consolidated company taking the name of the Chicago, Rock Island & Pacific Railroad Company.
- (e) On the 11th day of December, 1856, the Platte County & Fort Des Moines Railroad Company was incorporated by the legislature of Missouri, and on the 4th day of January, 1860, the Platte City & Fort Des Moines Railroad Company was organized under the statutes of said state. On the 30th day of July, 1867, the name of the Platte City & Fort Des Moines Railroad Company was by resolution of said company changed to Leavenworth & Des Moines Railroad Company. On the 3rd day of March, 1869, the name of the last mentioned company was changed by the legislature of the State of Missouri to the Chicago & Southwestern Railway Company, and on the 12th day of May, 1869, there was organized under the general incorporation laws of the State of Iowa a corporation of said state by the name of the Chicago & Southwestern Railway Company. On the 25th day of September, 1869, by virtue of the general laws of the states of Iowa and Missouri, the two last mentioned companies were consolidated into a corporation known as the Chicago & Southwestern Railway Company.
- (f) A mortgage covering the property of the Chicago & Southwestern Railway Company in Iowa and Missouri was foreclosed subsequent to the above mentioned consolidation, and at the sale under said mortgage said property was sold to the Iowa Southern & Missouri Northern Railway Company, a corporation organized under the general laws of the state of Iowa, on the 29th day of August, 1876.
- (g) On the 25th day of November, 1870, there was organized under the general laws of the state of Missouri a corporation known as the Atchison branch of the Chicago & Southwestern Railway Company, and on the 6th day of August, 1871, a consolidation of the last mentioned company was effected with the Chicago & Southwestern Railway Company of the states of Iowa and Missouri.

(h) On the 1st day of April, 1869, there was incorporated under the general incorporation laws of the state of Iowa a corporation known as the Des Moines, Indianola & Missouri Railroad Company, which constructed a line of railroad from Des Moines in the state of Iowa to Indianola in said state.

(i) There was organized on February 21, 1871, under the general incorporation laws of the state of Iowa, a corporation known as the Des Moines, Winterset & Southwestern Railroad Company, which constructed a line of road from junction with said Des Moines, Indianola & Missouri Railroad to Winterset, in the state of Iowa, which two last mentioned railroads were conveyed to the said Iowa Southern & Missouri Northern Railway Company.

(j) On the 4th day of August, 1877, there was organized under the general laws of the state of Iowa, the Newton & Monroe Railroad Company, which constructed a railway from Newton, in the state of Iowa, to Monroe in said state, and on the 20th day of June, 1878, there was organized under the same laws the Atlantic & Audubon Railroad Company, which constructed a railroad from Atlantic in said state, to Audubon in said state, and on the 27th day of August, 1879, there was organized the Atlantic Southern Railroad Company, which constructed a railroad from said town of Atlantic to Griswold in said state, and on the 27th day of October, 1879, there was organized under the said laws the Avoca, Macedonia & Southwestern Railroad Company, which constructed a railroad from Avoca in said state to Carson in the same state.

(k) On the 2nd day of June, 1880, pursuant to the general laws of the states of Illinois and Iowa, articles of consolidation were entered between the above mentioned Chicago, Rock Island & Pacific Railroad Company and Iowa Southern & Missouri Northern Railroad Company, the Newton & Monroe Railroad Company, the Atlantic Southern Railroad Company, the Avoca, Macedonia & Southwestern Railroad Company, and the Atlantic & Audubon Railroad Company, whereby was created the corporation known as the Chicago, Rock Island & Pacific Railway Company.

(l) On February 22nd, 1857, there was incorporated by act of the General Assembly of the State of Missouri, the St. Joseph & Iowa Railroad Company, the charter of said company being amended by act of the General Assembly approved March 16th, 1866. The railroad constructed by this company in the State of Missouri has been conveyed to the Chicago, Rock Island & Pacific Railway Company.

(m) Under the general laws of the State of Iowa, the following named companies were organized on the dates named, respectively:

The Avoca, Harlan & Northern Railroad Company, organized on the 21st day of June, 1878, which constructed a railroad from Avoca, in the State of Iowa, to Harlan in said state; and the Guthrie & Northwestern Railroad Company, organized under the same laws on the 4th day of October, 1879, which constructed a railroad from Menlo, in the State of Iowa, to Guthrie Center in said state; which two roads have been since their construction purchased by the said the Chicago, Rock Island & Pacific Railway Company.

(n) On the 19th day of March, 1886, there was organized under the laws of the State of Kansas a corporation known as the Chicago, Kansas & Nebraska Railway Company, which company constructed a line of road from the Missouri River westward to Colorado Springs in the State of Colorado, through the states of Kansas and Nebraska and southwestward through said State of Kansas, into the Indian Territory. The mortgage on the road so constructed has been foreclosed and the road has been purchased by the Chicago, Rock Island & Pacific Railway Company.

(o) On the 20th day of July, 1890, there was organized under the laws of the Territory of Oklahoma a corporation known as the Enid & Tonkawa Railway Company, which company constructed a line of road from North Enid in the Territory of Oklahoma to Billings in said territory. On December 22nd, 1899, the property was purchased by the Chicago, Rock Island & Pacific Railway Company and is now a part of the system.

(p) On the 3rd day of January, 1900, the Guthrie & Kingfisher Railway Company was incorporated under the laws of the Territory of Oklahoma, and constructed a line of railroad from Kingfisher to Cashion, Oklahoma Territory. The property was purchased by the Chicago, Rock Island & Pacific Railway Company October 8th, 1900.

(q) On the 14th day of July, 1899, the Gowrie & Northwestern Railway Company was incorporated under the laws of the State of Iowa, and constructed a line of railroad from Gowrie to Sibley, Iowa. The property was purchased by the Chicago, Rock Island & Pacific Railway Company December 31st, 1900.

(r) On June 11th, 1903, the Rock Island & Peoria Railway Company, a reorganization of the Peoria & Rock Island Railroad Company, made under the laws of Illinois, October 5th, 1877, and having a line of railroad between Rock Island and Peoria, Illinois, with several branches, was sold to the Chicago, Rock Island & Pacific Railway Company.

(s) On June 15th, 1903, the Burlington, Cedar Rapids & Northern Railway Company of Iowa, incorporated under the laws of Iowa, June 19th, 1876, as successor to the Burlington, Cedar Rapids & Minnesota Railroad Company, having lines of railroad in Iowa, Minnesota and South Dakota, was sold to the Chicago, Rock Island & Pacific Railway Company.

(t) On March 9th, 1901, the Enid & Anadarko Railway Company was incorporated under the laws of the Territory of Oklahoma, and constructed a line of railroad from Enid to Anadarko, Oklahoma, and from Lawton to Waurika, Oklahoma. This road was sold to the Chicago, Rock Island & Pacific Railway Company.

(u) The Searcy & Des Arc Railroad Company, organized under the laws of the State of Arkansas, June 29, 1899, was sold to the Chicago, Rock Island & Pacific Railway Company March 24th, 1904.

(v) On January 23rd, 1902, the Choctaw, Oklahoma & Gulf Railroad Company was incorporated under the laws of the Territory of Oklahoma with authority to build a line in said territory. May 15th, 1902, this organization was reincorporated with power to build line in both the Indian and Oklahoma Territories, the name being changed to Choctaw, Oklahoma & Western Railroad Company. The property and franchises of this corporation were sold to the Chicago, Rock Island & Pacific Railway Company March 24th, 1904.

(w) On November 1st, 1889, the South St. Paul Belt Railway Company was incorporated under the laws of the State of Minnesota. June 11th, 1903, the road property and franchises of this corporation were sold to the Minneapolis & St. Paul Terminal Railway Company.

(x) May 20th, 1902, the St. Paul Terminal & Transfer Company was incorporated under the laws of the State of Minnesota, the articles of incorporation being amended May 6th, 1903, changing the name of the corporation to the Minneapolis & St. Paul Terminal Railway Company. The road, property and franchises of this corporation were sold to the Chicago, Rock Island & Pacific Railway Company on March 25th, 1904.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term.
D. G. Reid.....	New York City.....	October, 1908.
Jas. Campbell.....	St. Louis, Missouri.....	October, 1908.
Robert Mather.....	New York City.....	October, 1908.
John J. Mitchell.....	Chicago, Illinois.....	October, 1908.
R. R. Cable.....	Chicago, Illinois.....	October, 1909.
J. H. Moore.....	Chicago, Illinois.....	October, 1909.
F. L. Hine.....	New York City.....	October, 1909.
Ogden Mills.....	New York City.....	October, 1909.
A. E. Orr.....	New York City.....	October, 1909.
W. H. Moore.....	New York City.....	October, 1907.
B. F. Yoakum.....	New York City.....	October, 1907.
B. L. Winchell.....	Chicago, Illinois.....	October, 1907.
Geo. C. McMurtry.....	New York City.....	October, 1907.

Total number of stockholders at date of last election? 584.

Date of last meeting of stockholders for election of directors? October 11, 1906.

Give postoffice address of general office? Chicago, Illinois.

Give postoffice address of operating office? Chicago, Illinois.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, F. Nay; title, general auditor; address, Chicago, Illinois.

(Page 7.)

OFFICERS.

Title	Name.	Location of Office.
Chairman of the board.....	D. G. Reid.....	New York, N. Y.
Chairman of Executive Com.....	B. F. Yoakum.....	New York, N. Y.
President.....	B. L. Winchell.....	Chicago, Ill.
First vice-president.....	R. A. Jackson.....	Chicago, Ill.
Second vice-president.....	H. U. Mudge.....	Chicago, Ill.
Third vice-president.....	W. B. Biddle.....	Chicago, Ill.
Fourth vice-president.....	C. W. Hillard.....	New York, N. Y.
Fifth vice-president.....	E. L. Pollock.....	Chicago, Ill.
Assistant to president.....	S. T. Fulton.....	Chicago, Ill.
Assistant to fourth vice-pres.....	H. M. Sloan.....	New York, N. Y.
Secretary and treasurer.....	Geo. H. Crosby.....	Chicago, Ill.
General counsel.....	Robert Mather.....	New York, N. Y.
General solicitor.....	R. A. Jackson.....	Chicago, Ill.
General attorney.....	M. A. Low.....	Topeka, Kan.
General attorney.....	B. S. Cable.....	Chicago, Ill.
General attorney.....	W. T. Rankin.....	Chicago, Ill.
General attorney.....	E. C. Lindley.....	Chicago, Ill.
General attorney.....	W. F. Evans.....	St. Louis, Mo.
Commerce counsel.....	E. B. Peirce.....	Chicago, Ill.
General auditor.....	Frank Nay.....	Chicago, Ill.
Assistant general auditor.....	W. H. Burns.....	Chicago, Ill.
Auditor disbursements.....	C. F. Balch.....	Chicago, Ill.
Auditor freight traffic.....	C. G. Weaver.....	Chicago, Ill.
Auditor passenger traffic.....	A. Hermany.....	Chicago, Ill.
General manager.....	F. O. Melcher.....	Chicago, Ill.
Assistant general manager.....	W. S. Tinsman.....	Chicago, Ill.
Gen. Supt., central district.....	H. S. Cable.....	Davenport, Ia.
Gen. Supt., northern district.....	C. H. Hubbell.....	Cedar Rapids, Ia.
Gen. Supt., southwestern Dis.....	A. E. Sweet.....	Topeka, Kan.
Gen. Supt., Choctaw district.....	H. M. Hallock.....	Little Rock, Ark.
Gen. Supt., southern district.....	H. W. Robins.....	Fort Worth, Tex.
Division superintendent.....	A. W. Kelso.....	Chicago, Ill.
Division superintendent.....	J. B. Smalley.....	Rock Island, Ill.
Division superintendent.....	C. W. Jones.....	Des Moines, Ia.
Division superintendent.....	C. L. Brown.....	Fairbury, Neb.
Division superintendent.....	A. T. Abbott.....	Colorado Springs, Colo.
Division superintendent.....	G. A. Merrill.....	Cedar Rapids, Ia.
Division superintendent.....	Garrett Davis.....	Cedar Rapids, Ia.
Division superintendent.....	C. J. Wilson.....	Estherville, Ia.
Division superintendent.....	W. H. Given.....	Des Moines, Ia.
Division superintendent.....	W. M. Whitenton.....	Trenton, Mo.
Division superintendent.....	A. B. Colley.....	Kansas City, Mo.
Division superintendent.....	G. W. Rourke.....	Herington, Kan.
Division superintendent.....	H. P. Greenough.....	Dalhart, Tex.
Division superintendent.....	H. R. Saunders.....	Little Rock, Ark.
Division superintendent.....	J. C. Nolan.....	Ruston, La.
Division superintendent.....	W. Rudd.....	Haileyville, I. T.
Division superintendent.....	T. H. Beacom.....	El Reno, O. T.
Division superintendent.....	John McGie.....	Geary, O. T.
Division superintendent.....	M. McKernan.....	Forth Worth, Tex.
Superintendent of telegraph.....	T. G. Jennings.....	Chicago, Ill.
General purchasing agent.....	F. P. Jeffries.....	Chicago, Ill.
Chief engineer.....	I. B. Berry.....	Chicago, Ill.
Freight traffic manager.....	H. Gower.....	Chicago, Ill.
General freight agent.....	T. H. Simmons.....	Chicago, Ill.
General freight agent.....	H. H. Embry.....	Kansas City, Mo.
General freight agent.....	H. W. Morrison.....	Little Rock, Ark.
Assistant general freight agent.....	H. A. Snyder.....	Chicago, Ill.
Assistant general freight agent.....	M. A. Patterson.....	Chicago, Ill.
Assistant general freight agent.....	S. H. Johnson.....	Chicago, Ill.
Assistant general freight agent.....	F. J. Shubert.....	Chicago, Ill.
Assistant general freight agent.....	R. G. Brown.....	Minneapolis, Minn.
Assistant general freight agent.....	K. M. Wharry.....	Kansas City, Mo.
Assistant general freight agent.....	G. B. Albright.....	St. Louis, Mo.
Passenger traffic manager.....	John Sebastian.....	Chicago, Ill.
General passenger agent.....	L. M. Allen.....	Chicago, Ill.
General passenger agent.....	Geo. H. Lee.....	Little Rock, Ark.
Asst. general passenger agent.....	W. I. Leahy.....	Chicago, Ill.
Asst. general passenger agent.....	H. S. Ray.....	St. Louis, Mo.
General baggage agent.....	Geo. F. Lee.....	Chicago, Ill.
Real estate and tax agent.....	J. T. Maher.....	Chicago, Ill.

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:

A. Main line.

B. Branches and spurs. (See "Instructions," page 8.)

2. Proprietary companies whose entire capital stock is owned by this company.

3. Line operated under lease for specified sum.

4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Chicago, Rock Island & Pacific Railway.....	State line south of Gordonsville.....	Comus Junction.....	66.41	143.26
	Rosemount	Newport	12.48	
	Inver Grove.....	West St. Paul.....	8.33	
	Junction south of Albert Lea.....	North of C. M. & St. P. cross- ing .....	.70
	State line east of Ellsworth.....	State line east of Ward.....	55.34	
1. B. Chicago, Rock Island & Pacific Railway.....	State line south of Bricelyn.....	Albert Lea	31.40	92.79
	State line east of Round Lake.....	Hardwick	49.06	
	Trosky	Jasper	8.71	
	Ellsworth	State line east of Ellsworth.....	9.35	
	Worthington	C., St. P., M. & O. yard.....	1.27	
5. Chicago, Milwaukee & St. Paul Railway.....	Comus Junction.....	Rosemount	27.08	46.14
	Newport	Minneapolis	19.06	
Total mileage operated.....				282.19

PROPERTY OPERATED—Continued.

NAME	TERMINALS		Miles of Line for Each Class of Roads Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Chicago, Rock Island & Pacific Railway Co.....	Chicago, Illinois.....	M. P. 16, Blue Island, Ill.....	16.00	
	M. P. 16, Blue Island, Ill.....	Rock Island, Illinois.....	166.06	
	Rock Island, Illinois.....	Council Bluffs, Iowa.....	318.87	
	Council Bluffs, Iowa.....	Kansas-Nebraska line north of Mahaska.....	123.74	
	Kansas-Nebraska state line north of Mahaska, Kansas.....	Phillipsburg, Kansas.....	115.16	
	Phillipsburg, Kansas.....	Colorado-Kansas line west of Kanorado, Kansas.....	157.75	
	Colorado-Kansas line west of Kanorado.....	Colorado Springs, Colorado.....	166.84	
	Davenport, Iowa.....	Iowa-Missouri line south of Lineville, Iowa.....	192.59	
	Iowa-Missouri line south of Lineville, Iowa.....	Atchison via St. Joseph, Mo..	139.79	
	Altamont (junction with line to St. Joseph).....	Leavenworth Junction at Stillings, Missouri.....	67.51	
	Edgerton Junction, Missouri.....	Rushville Junction.....	24.65	
	St. Joseph, Missouri.....	State line south of Caldwell, Kansas.....	296.30	
	State line south of Caldwell.....	State line south of Terral.....	223.30	
	Horton Junction, Kansas.....	N. W. H. B. of Y. Horton.....	1.38	
	Junction line to Caldwell.....	M. P. 172, Herington, Kan.....	57	
	M. P. 172, Herington.....	State line south of Liberal, Kan.	267.13	
	State line south of Liberal, Kan.	State line south of Texhoma, O. T.....	55.64	
	U. P. connection at Armourdale.	Wyoming St. at Kansas City, Missouri.....	2.55	
	Burlington, Iowa.....	Manly, Iowa.....	224.55	
	Northwood, Iowa.....	State line south of Gordonville, Minnesota.....	4.14	
	State line south of Gordonville, Minnesota.....	Comus Junction C., M. & St. P.	66.41	
	Rosemount Junction, Minn.....	Newport Junction, Minnesota.....	12.48	
	Inver Grove, Minnesota.....	West St. Paul, Minnesota.....	8.33	

1. A. Chicago, Rock Island & Pacific Railway Co.....	Junction south of Albert Lea, Minnesota	North of C., M. & St. P. crossing .....	.70
	Waverly Junction, Iowa.....	Iowa	6.68
	Vinton, Iowa.....	State line east of Ellsworth, Iowa	247.77
	State line east of Ellsworth.....	State line east of Ward.....	55.84
	State line east of Ward.....	Watertown, South Dakota.....	72.86
	Gowrie, Iowa.....	Sibley, Iowa.....	109.72
	Junction line to Salina.....	H. B. stockyards track at Her- ington .....	.94
1. B. Chicago, Rock Island & Pacific Railway Co.....	Gresham, Illinois.....	South Chicago, Illinois.....	7.43
	Gresham, Illinois.....	Rice Island, Ill. (suburban line).....	6.88
	Peoria, Bridge St.....	Rock Island, 20th St., Illinois.....	90.49
	Peoria, Illinois.....	Iowa Junction, Illinois.....	3.08
	Milan, Illinois.....	Cable, Illinois.....	22.37
	Premption, Illinois.....	Sherrard, Illinois.....	6.00
	Newton, Iowa.....	Monroe, Iowa.....	17.02
	Des Moines, Iowa.....	Winterset, Iowa.....	41.03
	Somerset Junction, Iowa.....	Indianola, Iowa.....	6.40
	Menlo, Iowa.....	Guthrie Center, Iowa.....	14.51
	Atlantic, Iowa.....	Audubon, Iowa.....	25.12
	Atlantic, Iowa.....	Griswold, Iowa.....	14.22
	Avoca (Harlan Junction), Iowa.....	Harlan, Iowa.....	11.88
	Avoca, Iowa.....	Carson, Iowa.....	17.73
	Wilton, Iowa.....	Muscatine, Iowa.....	11.97
	Washington, Iowa.....	Knoxville (incl. Beacon cut off) Keosauqua, Iowa.....	79.31
	Mt. Zion, Iowa.....	State line west of DuBois, Ne- braska	4.90
	Horton, Kansas.....	Iansen, Nebraska.....	37.11
	State line east of Du Bois.....	Nelson, Nebraska.....	69.94
	Fairbury, Nebraska.....	Belleville, Kansas.....	51.63
	McFarland, Nebraska.....	Salina, Kansas.....	103.19
	Berlington, Kansas.....	Dodge City, Kansas.....	48.36
	Bucklin, Kansas.....	Billings, O. T.....	26.57
	North End, O. T.....	Cashion, O. T.....	28.75
	Kingfisher, O. T.....	Lindsay, I. T.....	16.03
	Chickasha, I. T.....	Mangum, O. T.....	24.75
	Chickasha, I. T.....	Greenfield Junction.....	97.78
	El Reno cut off.....	Anadarko, O. T.....	2.01
	Enid, O. T.....	Waurika, O. T.....	67.98
	Bridgeport, O. T.....	Guthrie, O. T.....	37.47
	Anadarko, O. T.....	Chattanooga, O. T.....	77.06
	Chandler, O. T.....	Decorah	38.45
	Lawton, O. T.....	Postville	20.98
	Linn Junction.....		114.20
	Postville Junction.....		3.20

3,144.15

(Page 9)

PROPERTY OPERATED—Continued

NAME	TERMINALS		Miles of Line for Each Class of Roads Named	Miles of Line for Each Class of Roads Named
	From	To		
1. B. Chicago, Rock Island & Pacific Railway Co.....	Elmira (via Bennett).....	Davenport	56.76	7,784.31
	Bennett	Clinton	44.34	
	Muscatine, Iowa.....	Montezuma	87.31	
	Thornburg	What Cheer.....	5.13	
	Elmira (via Iowa City).....	Iowa Junction, Iowa.....	20.91	
	Ellsworth	State line west of Ellsworth.....	2.35	
	State line west of Granite.....	State line west of Granite.....	30.28	
	State Park	Sioux Falls.....	9.86	
	State line east of Round Lake.....	State line east of Round Lake.....	4.86	
	Worthington	Hardwick	49.06	
	Trosky	C. St. P., M. & O. yard.....	1.27	
	Dows	Jasper	8.71	
	Garner	Germania	70.84	
	Esterville	Titonka	24.70	
	State line south of Bricelyn.....	State line south of Bricelyn.....	50.76	
	De Valls Bluff.....	Albert Lea	31.40	
	Coalgate	Searcy	37.59	
		Lehigh	6.54	
	Hopefield	State line west of Hartford.....	282.34	
	State line west of Hartford.....	H. B. Baker's spur.....	85.26	
	H. B. Baker's spur.....	State line east of Earlsboro.....	68.27	
	State line east of Earlsboro.....	State line west of Texola.....	211.03	
	Benton	Hot Springs.....	34.97	
	Butterfield	Malvern	5.27	
	Ardmore Junction.....	Ardmore	117.65	
	Tecumseh Junction.....	Asher	25.41	
	Geary	State line north of Amorita.....	106.31	
	State line north of Amorita.....	Anthony	14.73	
	Ingersoll	Alma	15.58	
	Wilburton	Haileyville	5.57	
	Hasckells, Arkansas.....	H. B. Tinsman, Arkansas.....	64.85	
	Eldorado, Arkansas.....	Arkansas-Louisiana state line at Junction City.....	16.03	
	Arkansas-Louisiana state line at Junction City.....	Wirand, end of track.....	92.26	
	H. B. Tinsman, Arkansas.....	Crossett, Arkansas.....	42.75	
	H. B. Tinsman, Arkansas.....	Eldorado, Arkansas.....	35.56	
3. Choctaw, Oklahoma & Gulf Railroad Co.....	Rock Island, Arkansas & Louisiana Railroad Co..			975.97

Main line Y. at Eldorado, Ark..			
Peoria & Bureau Valley Railroad Co.....	Bureau, Illinois.....	.....	.35
White & Black River Valley Railroad Co.....	Brinkley, Arkansas.....	.....	46.99
Little Rock & Hot Springs Western Railway Co..	Wiville.....	.....	56.30
	Hot Springs Junction.....	.....	5.96
		.....	21.97
4. Keokuk & Des Moines Railway Co.....	Keokuk.....	.....	162.31
5. Chicago, Milwaukee & St. Paul Railway Co.....	Comus Junction, Minnesota.....	.....	27.08
	Newport, Minnesota.....	.....	19.06
Iowa Central Railway Co.....	Manly Junction, Iowa.....	.....	11.32
Peoria & Pekin Union Railway Co.....	Peoria (Bridge St.), Illinois.....	.....	11.32
Union Pacific Railroad.....	Council Bluffs, Iowa.....	.....	2.12
	State line east of Omaha.....	.....	4.90
	Kansas City, Missouri.....	.....	.50
	State line, Kansas City.....	.....	66.53
	Limon, Colorado.....	.....	89.78
Hannibal & St. Joseph Railroad.....	Cameron Junction, Missouri.....	.....	54.30
St. Joseph & Grand Island Railroad.....	St. Joe junction of R. I. Mo.....	.....	.13
	State line west of St. Joe, Mo.....	.....	.21
	Winthrop, Missouri.....	.....	.18
Atchison Bridge Co.....	State line.....	.....	.18
	Stillings, Missouri.....	.....	.76
Leavenworth Terminal Railway & Bridge Co.....	State line.....	.....	.34
	Des Moines, Iowa.....	.....	66.63
Des Moines & Ft. Dodge Railroad.....	Union Depot track at Keokuk.....	.....	.09
Keokuk Union Depot Co.....	Denver.....	.....	119.60
Denver & Rio Grande Railroad.....	At Lindsay, I. T.....	.....	.75
Atchison, Topeka & Santa Fe Railway.....	Cashion, O. T.....	.....	18.75
	Memphis Union Depot.....	.....	3.85
St. Louis & San Francisco Railroad.....	Medora, Kansas.....	.....	48.07
Kansas Southwestern Railroad.....	Anthony, Kansas.....	.....	25.70
Chicago, Burlington & Quincy Railway.....	Harlem, Missouri.....	.....	45.76
	Rushville, Missouri.....	.....
Total.....			607.15
			7,057.41

252.30

3,350.49
162.31

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

A majority of the capital stock of the Chicago, Rock Island & Pacific Railway Company is owned by the Chicago, Rock Island & Pacific Railroad Company. The Chicago, Rock Island & Pacific Railway Company, however, operates its own line and transacts its own business through its separate organization and officials.

(Page 17.)

CAPITAL STOCK.

Capital Stock of C., R. I. & P. Ry., B. C. R. & N. Ry. and R. I. & P. Ry.—

Number of shares authorized.....	750,000
Par value of shares.....	\$100.00
Total amount issued and outstanding.....	74,854,100.00
Total par value authorized.....	75,000,000.00
Dividends declared during year—	
Rate	5½ per cent
Amount	\$4,116,728.00

Capital Stock outstanding, for which there is reserved a like amount of C.,

R. I. & P. Ry. stock—	
Total amount issued and outstanding.....	\$145,900.00
Dividends declared during year—	
Rate	6 per cent
Amount	\$8,598.00

Totals—

Number of shares authorized.....	750,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$75,000,000.00
Total amount issued and outstanding.....	\$75,000,000.00
Dividends declared during year.....	\$4,125,326.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—

Common—

Total number shares issued and outstanding.....	282,755
Total cash realized.....	\$28,275,500.00

Issued for Reorganization—

Common—

Total number shares issued and outstanding.....	419,600
Total cash realized.....	\$41,960,000.00

Issued for Acquisition of Other Properties—

Number of shares issued during year.....	65
Cash realized on amount issued during year.....	\$6,500.00
Total number shares issued and outstanding.....	46,186
Total cash realized.....	\$4,618,600.00

Reserved for Acquisition of Other Properties—

Total number of shares issued and outstanding.....	1,459
Total cash realized	\$145,900.00

Totals—

Number of shares issued during year.....	65
Cash realized on amount issued during year.....	\$6,500.00
Total number shares issued and outstanding.....	750,000
Total cash realized.....	\$75,000,000.00

FUNDED DEBT.

(Page 19.)

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Interest		
	Date of Issue	When Due					Rate	When Payable	Amount Accrued During Year
Mortgage Bonds.									
C., R. I. & P. R. R., first mortgage.	1877	1917	\$12,500,000.00	\$12,500,000.00	\$12,500,000.00	\$12,500,000.00	6	Jan. & July	\$750,000.00
C., R. I. & P. R. R., general mortgage.	1898	1938	100,000,000.00	61,581,000.00	61,581,000.00	61,744,337.50	4	Jan. & July	2,463,240.00
C., R. I. & P. R. R., cons. mortgage.	1884	1934	11,000,000.00	11,000,000.00	11,000,000.00	9,886,055.00	5	April & Oct.	550,000.00
C., R. I. & N. W., first mtge.	1881	1921	1,905,000.00	1,905,000.00	1,905,000.00	1,700,000.00	5	April & Oct.	95,250.00
C., R. I. & R. R., first mortgage.	1877	1927	150,000.00	150,000.00	150,000.00	.....	7	Jan. & Dec.	10,500.00
C., R. I. & P. R. R., first mortgage.	1885	1925	600,000.00	450,000.00	450,000.00	.....	6	Jan. & July	27,000.00
C., R. I. & P. R. R., first and ref. mortgage.	1904	1934	103,000,000.00	66,851,000.00	66,851,000.00	.....	4	April & Oct.	1,908,694.24
Miscellaneous Obligations.	1902	1918	24,000,000.00	23,883,000.00	\$16,434,000.00	\$23,520,000.00	4	May & Nov.	717,120.00
C., R. I. & P. R. R., gold, 1902.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total:	.....	.....	.....	\$154,437,000.00	\$154,437,000.00	.....	.....	.....	\$5,804,684.24
Mortgage bonds.	.....	.....	.....	23,883,000.00	16,434,000.00	.....	.....	.....	707,160.00
Miscellaneous obligations.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand total.	.....	.....	.....	\$178,320,000.00	\$170,871,000.00	.....	.....	.....	\$6,511,844.24
	.....	.....	.....	.....	.....	.....	.....	.....	\$6,379,424.24

*These bonds were assumed when the B. C. & N. Ry. was purchased.

†These bonds were assumed when the K. I. & P. Ry. was purchased.

‡\$15,000 per mile single track; \$7,500 additional for double track.

(Page 28.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.

See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Sundry changes account remeasurements, .24 mile.

7 and 8. The funded debt has changed during the year as follows:

Increase—

Chicago, Rock Island & Pacific Railway, first and refunding mortgage bonds issued.....	\$11,259,000.00
Chicago, Rock Island & Pacific Railway, equipment trust gold notes issued.....	6,500,000.00

Total	\$17,759,000.00
-------------	-----------------

Decrease—

Chicago, Rock Island & Pacific Railway, gold bonds 1902 redeemed	1,494,000.00
--	--------------

Net increase	\$16,265,000.00
--------------------	-----------------

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The United States Express Company operates over this company's line, for which it pays a specified annual rental based on gross earnings.

2. The government pays a specified amount per annum, based on weight of mail and regulations imposed by Congress and the Postoffice Department.

3. Sleeping cars are owned and operated by the Pullman Company on a mileage basis.

7. Contract with the Western Union Telegraph Company covers lines of the Chicago, Rock Island & Pacific Railway, the railroad company furnishing operators and receiving a portion of earnings based on receipts of certain railway offices.

8. Local arrangements at various points at varying rates.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	230,240	1,931	232,171	21.06
Flour	58,338	18,810	77,148	7.00
Other mill products	21,310	2,546	23,856	2.16
Hay	10,188	422	10,610	.96
Tobacco				
Cotton	8,556	14	8,570	.78
Fruit and vegetables	32,557	9,338	41,895	3.80
Other products of agriculture				
Total	361,189	33,061	394,250	35.76
Products of Animals—				
Live stock	34,607	1,005	35,612	3.23
Dressed meats	1,066		1,066	.09
Other packing house products	1,747	21	1,768	.16
Poultry, game and fish		1,196	1,196	.11
Wool	428		428	.04
Hides and leather	1,909	150	2,059	.18
Other products of animals				
Total	39,755	2,372	42,127	3.81
Products of Mines—				
Anthracite coal	5,921	6,742	12,663	1.15
Bituminous coal	114,133	15,167	129,300	11.72
Coke	2,956		2,956	.27
Ores	1,089	112	1,201	.11
Stone, sand and other like articles	11,892	71	11,963	1.09
Other products of mines				
Total	135,991	22,092	158,083	14.34
Products of Forests—				
Lumber	89,354	80,130	169,484	15.37
Other products of forests				
Total	89,354	80,130	169,484	15.37
Manufactures—				
Petroleum and other oils	16,289	26	16,315	1.48
Sugar	8,136		8,136	.74
Naval stores				
Iron, pig and bloom	407	644	1,051	.09
Iron and steel rails	2,306	124	2,430	.22
Other castings and machinery	10,458	216	10,674	.97
Bar and sheet metal	13,158	224	13,382	1.21
Cement, brick and lime	45,988	452	46,440	4.21
Agricultural implements	22,150	50	22,200	2.02
Wagons, carriages, tools, etc.	8,311	23	8,334	.76
Wines, liquors and beers	9,021		9,021	.83
Household goods and furniture	13,584	957	14,541	1.33
Other manufactures				
Total	149,808	2,716	152,524	13.84
Merchandise	67,729	2,258	69,987	6.35
Miscellaneous—				
Other commodities not mentioned above	87,879	28,277	116,156	10.53
Total tonnage—Minnesota	931,705	170,906	1,102,611	100.00
Total tonnage—Entire line	11,618,054	4,541,214	16,159,268	

*Other products and manufacturers included with miscellaneous commodities during the past year.

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

MILEAGE—Continued.
C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rail:	
	Main Line	Branches and Spurs			Iron	Steel
Illinois	182.06	185.05	317.11	.....	.....	317.11
Iowa	1,102.82	756.38	1,859.20	.....	.....	1,859.20
Minnesota	143.26	92.79	236.05	.....	.....	236.05
Missouri	232.60	.....	232.60	.....	.....	232.60
South Dakota	72.86	9.86	82.72	.....	.....	82.72
Nebraska	123.74	121.61	245.35	.....	.....	245.35
Colorado	166.84	.....	166.84	.....	.....	166.84
Kansas	841.03	215.23	1,056.26	.....	.....	1,056.26
Arkansas .....	.....	37.59	37.59	.....	.....	37.59
Oklahoma Territory	174.45	332.49	506.94	.....	.....	506.94
Indian Territory	104.49	33.31	137.80	.....	.....	137.80
Total mileage owned (single track).....	3,144.15	1,784.31	4,928.46	.....	.....	4,928.46

(Page 67.)

MILE AGE.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	143.26	92.79	.....	.....	.....	46.14	282.19	.....	.....	236.05
Miles of yard track and sidings.....	26.61	5.30	.....	.....	.....	.....	31.91	.....	.....	31.91
Total mileage operated (all tracks).....	169.87	98.09	.....	.....	.....	46.14	314.10	.....	.....	267.96

B. Mileage of Line Operated by St Operated (All Tracks).

State of Minnesota	143.26	92.79	.....	.....	.....	46.14	282.19	.....	.....	236.05
Total mileage operated (single track)....	143.26	92.79	.....	.....	.....	46.14	282.19	.....	.....	236.05

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock			Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs	.....			Iron	Steel
State of Minnesota	143.26	92.79	.....	236.05	.....	.....	236.05
Total mileage owned (single track).....	143.26	92.79	.....	236.05	.....	.....	236.05

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

(Page 3.)

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY**HISTORY.**

1. Name of common carrier making this report? Chicago, St. Paul, Minneapolis & Omaha Railway Company.

2. Date of organization? May 25, 1880, by consolidation.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under laws of Wisconsin by consolidation. For constituent companies see answer to question 4. Power to own and operate railroads in Minnesota. See Chapter 219, 228 and 362 Special Laws of Minnesota 1881. Same power in Nebraska, Chapter 106 Laws of Nebraska 1879. Same power in Iowa, Chapter 119, Laws of Iowa 1882. Same power in South Dakota, Section 450 Dakota Code.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

This company was formed by the consolidation of the Chicago, St. Paul & Minneapolis and the North Wisconsin Railway Companies.

The former was organized under Chapter 119 of the General Laws of Wisconsin 1872, as amended by Chapter 144, General Laws of 1877.

The latter was organized under Chapter 73, Revised Statutes of Wisconsin, 1858.

5. Date and authority for each consolidation? May 25, 1880. Chapter 200 Laws of Wisconsin 1880, amending Section 1833, Chapter 87, Revised Statutes of Wisconsin 1878.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

7. What carrier operates the road of this company?

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term.
*Albert Keep.....	Chicago, Illinois.....	October, 1907.
H. McK. Twombly.....	New York City.....	October, 1907.
W. K. Vanderbilt.....	New York City.....	October, 1907.
F. W. Vanderbilt.....	New York City.....	October, 1907.
Marvin Hughitt.....	Chicago, Illinois.....	October, 1908.
D. P. Kimball.....	Boston, Massachusetts.....	October, 1908.
Zenas Crane.....	Dalton, Massachusetts.....	October, 1908.
B. L. Smith.....	Chicago, Illinois.....	October, 1908.
C. M. Depew.....	New York City.....	October, 1908.
E. E. Osborn.....	New York City.....	October, 1909.
J. M. Whitman.....	Chicago, Illinois.....	October, 1909.
Thomas Wilson.....	St. Paul, Minnesota.....	October, 1909.
J. A. Humbird.....	St. Paul, Minnesota.....	October, 1909.

*Deceased.

Total number of stockholders at date of last election? 1,100.

Date of last meeting of stockholders for election of directors?, October 19, 1906.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, L. A. Robinson; title, comptroller; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title	Name.	Location of Office.
President	M. Hughitt	Chicago, Ill.
First vice-president.....	E. E. Osborn.....	New York, N. Y.
Second vice-president.....	Jas. T. Clark.....	St. Paul, Minn.
Secretary	E. E. Woodman.....	Hudson, Wis.
Treasurer & 2nd Asst. Sec'y.....	R. H. Williams.....	New York, N. Y.
Asst. Treas. & 3rd Asst. Sec'y.....	M. B. Van Zandt.....	New York, N. Y.
General counsel.....	Thomas Wilson	St. Paul, Minn.
General attorney.....	Jas. B. Sheean.....	St. Paul, Minn.
Comptroller	L. A. Robinson.....	St. Paul, Minn.
Auditor of expenditures.....	W. H. Stennett.....	Chicago, Ill.
Local treasurer.....	Chas. P. Nash.....	St. Paul, Minn.
General manager.....	A. W. Trenholm.....	St. Paul, Minn.
Chief engineer.....	C. W. Johnson.....	St. Paul, Minn.
General superintendent.....	S. G. Strickland.....	St. Paul, Minn.
Division superintendent.....	T. W. Kennedy.....	Eau Claire, Wis.
Division superintendent.....	L. F. Slaker.....	St. James, Minn.
Division superintendent.....	F. E. Nicoles.....	Omaha, Neb.
Purchasing agent.....	Isaac Seddon.....	St. Paul, Minn.
Superintendent of telegraph.....	H. C. Hope.....	St. Paul, Minn.
Freight traffic manager.....	H. M. Pearce.....	St. Paul, Minn.
General freight agent.....	E. B. Ober.....	St. Paul, Minn.
Asst. general freight agent.....	F. C. Gifford.....	Minneapolis, Minn.
General passenger agent.....	T. W. Teasdale.....	St. Paul, Minn.
Asst. general passenger agent.....	G. H. MacRae.....	St. Paul, Minn.
General baggage agent.....	E. F. Woods.....	St. Paul, Minn.
Car service agent.....	G. L. Ossmann.....	St. Paul, Minn.
General claim agent.....	E. L. Poole.....	St. Paul, Minn.
Land commissioner.....	G. W. Bell.....	Hudson, Wis.
Tax commissioner.....	T. A. Polleys.....	St. Paul, Minn.
Superintendent D. & B. cars.....	G. W. Steen.....	Minneapolis, Minn.
Freight claim agent.....	C. F. Shanley.....	St. Paul, Minn.
Division freight & Pass. agent.....	A. M. Fenton.....	Duluth, Minn.
Division freight & Pass. agent.....	L. Sholes	Omaha, Neb.

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	Minnesota state line.....	St. Paul.....	17.54	
	St. Paul.....	Iowa state line.....	185.33	
	Rice's Point.....	Duluth.....	2.60	
	Stillwater Junction.....	Stillwater.....	3.30	
	Stillwater.....	Lake St. Croix draw bridge.....	4.55	
	Lake Crystal.....	Elmore.....	43.69	
	Bingham Lake.....	Currie.....	38.63	
	Cliff.....	St. Paul Junction.....	1.02	
	Trent.....	South Dakota state line.....	42.53	
	Luverne.....	Iowa state line.....	10.56	
	Madelia.....	Fairmount.....	29.38	
	Heron Lake.....	Pipestone.....	55.10	
				434.33
5. Lines operated under trackage rights.....	St. Paul.....	Minneapolis.....	11.40	
Minneapolis & St. Louis Railroad.....	Minneapolis.....	Merriam.....	27.00	
Northern Pacific Railway.....	St. Louis R. bridge.....	Rice's Point.....	.31	
				38.71
Total mileage operated.....				473.04

(Page 9.)

PROPERTY OPERATED.

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
1. A. Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	Elroy	St. Paul	192.82
	Northline	Bayfield	177.37
	Eau Claire	Spooner	81.51
	Fargo	Duluth	71.70
	St. Paul	Le Mars	241.49
	Cliff	St. Paul Junction	1.02
	Missouri River	Omaha	123.06
	St. Croix draw bridge	Stillwater Sw	4.55
	Stillwater Junction	Stillwater	3.80
	Hudson	Ellsworth	24.82
	Merrillan	Marshfield	38.67
	Ashland Junction	Ashland	4.38
	Ashland Shore Line	Shaw's Mills	1.81
	West Eau Claire	Mondovi	2.74
	Fairchild	Menomonic City	36.75
	Menomonic Junction	Menomonic City	3.01
	Lake Crystal	Elmore	43.69
	Heron Lake	Pipestone	55.10
	Madelia	Fairmont	29.38
	Bingham Lake	Currie	38.63
	Trent	Mitchell	130.73
	Luverne	Doon	28.00
	Coburn	Newcastle	26.95
	Emerson	Norfolk	46.50
	Wakefield	Crofton	49.14
	Wayne	Bloomfield	43.14
	Emerald	Weston	36.37
	Tuscolbia	Draper	56.00
	Chippewa Falls	Yellow River	49.28
	Total mileage owned			1,641.61
5. Lines operated under trackage rights. Great Northern Railway. Minneapolis & St. Louis Railroad. Illinois Central Railroad. Sioux City Bridge Co.	Superior	Rice's Point	1.59
	St. Paul	Minneapolis	11.40
	Minneapolis	Merriam	27.00
	Le Mars	Sioux City	25.20
	Bridge across Missouri River and tracks at Sioux City		
	Sioux City	Sioux City Bridge Co.'s track	3.90
Chicago & North-Western Railway			.50
Total mileage operated			60.59
			1,711.20

(Page 11.)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of Which Affect the General Balance Sheet—Pages 49 and 51.

Land Grants..... Owned.....Wisconsin.

(Page 17.)

CAPITAL STOCK.

Common—	
Number of shares authorized.....	300,000
Par value of shares.....	\$100.00
Total par value authorized.....	30,000,000.00
Total amount issued and outstanding.....	21,403,293.33
Dividends declared during year—	
Rate	7 per cent
Amount	\$1,298,916.50
Preferred—	
Number of shares authorized.....	200,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$20,000,000.00
Total amount issued and outstanding.....	12,646,833.29
Dividends declared during year—	
Rate	7 per cent
Amount	\$787,976.00
Totals—	
Number of shares authorized.....	500,000
Total par value authorized.....	\$50,000,000.00
Total amount issued and outstanding.....	\$34,050,126.62
Dividends declared during year.....	\$2,086,882.50

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—	
Common—	
Total number shares issued and outstanding.....	53,461
Total cash realized.....	\$2,256,214.73
Preferred—	
Total number shares issued and outstanding.....	20,466
Total cash realized.....	2,058,853.00
*Issued for Reorganization—	
Common—	
Total number shares issued and outstanding.....	69,330
Preferred—	
Total number shares issued and outstanding.....	29,333
*The Chicago, St. Paul & Minneapolis Railway and the North Wisconsin Railway Companies were consolidated May 25, 1880, under the title of the Chicago, St. Paul, Minneapolis & Omaha Railway Company. The last named company's stock was issued in exchange for the stock of the first named two companies at the rate of 1½ shares of C, St. P., M. & O. Ry. Co.'s stock for one share of the other companies' stock.	
The capital stock of the two companies consolidated was as follows:	
Chicago, St. Paul & Minneapolis Railway Company, common.....	\$4,000,000.00
Chicago, St. Paul & Minneapolis Railway Company, preferred.....	1,000,000.00
North Wisconsin Railway Company, common.....	1,200,000.00
North Wisconsin Railway Company, preferred.....	1,200,000.00
†Issued for Purchase—	
Common—	
Total number shares issued and outstanding.....	62,800
Preferred—	
Total number shares issued and outstanding.....	62,800
†The Chicago, St. Paul, Minneapolis & Omaha Railway Company purchased the St. Paul & Sioux City Railroad, paying therefore by exchanging its stock for that of the latter company share for share, as follows:	
Common	\$6,280,000.00
Preferred	6,280,000.00
Issued and on Hand—	
Common—	
Total number shares issued and outstanding.....	28,442
Preferred—	
Total number shares issued and outstanding.....	13,869
Total—	
Total number shares issued and outstanding.....	340,501

REPORT RAILROAD AND WAREHOUSE COMMISSION

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time When Due	Amount of Authorized Issue	Balance of Amount Issued	Amount Outstanding in hands of the Public	Cash Realized on Amount Sold	Interest			
						Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
C. St. P. & M. Ry., first mortgage bonds	1878	1918	\$3,000,000.00	\$1,514,000.00	*	6	May & Nov.	\$92,975.00	\$92,915.00
North Wisconsin Ry., first mortgage bonds	1880	1930	800,000.00	641,000.00	*	6	Jan. & July	28,460.00	38,430.00
Hudson & K. F. R. R., first mortgage bonds	1878	1908	125,000.00	125,000.00	*	8	Jan. & July	10,000.00	10,040.00
St. P. & S. C. R. R., first mortgage bonds	1879	1918	6,070,000.00	6,070,000.00	*	6	April & Oct.	364,200.00	362,970.00
St. P. S. & T. F. R. R., first mortgage bonds	1878	1908	334,800.00	334,800.00	*	7	Jan. & July	23,436.00	23,464.00
C. St. P. M. & O. Ry., consol. mortgage bonds	1880	1930	30,000,000.00	5,425,375.00 9,632,625.00 3,265,000.00	† \$9,908,000.08 3,043,370.00	6 3½	{ June 1 Dec. 1	901,345.00 109,375.00	895,410.00 108,710.00
S. S. M. & S. W. Ry., first mortgage bonds	1890	1915	400,000.00	400,000.00	*	5	May & Nov.	17,500.00	17,175.00
Superior Short Line, first mortgage bonds	1895	1930	1,500,000.00	1,500,000.00	*	5	Mar. & Sept.	.....	.....
Total Mortgage bonds	.....	.....	\$42,229,800.00	\$27,357,800.00	\$12,951,370.08	.....	.....	.....	.....
Grand total	.....	.....	\$42,229,800.00	\$27,357,800.00	\$12,951,370.08	.....	.....	\$1,557,291.00	\$1,549,114.00

*Assumed with road.

†Issued in exchange for other bonds retired.

In addition to the above the company guaranteed \$75,000.00 of the Minneapolis Eastern Ry. bonds.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.

See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

2. The line was decreased 1.75 miles, caused by changes of line.

7. The funded debt was increased \$230,656.25 by the issuance of that amount of consolidated mortgage 6 per cent bonds, at the rate of \$15,000 per mile, to expire June 1, 1930, on the extension from Hartington to Crofton, Neb., a distance of 15 1991-5280 miles. These bonds are held in the treasury of the company. During the year there were \$58,000 of consolidated mortgage bonds, to expire June 1, 1930, exchanged for \$58,000 of first mortgage bonds to expire May 1, 1918 and the latter bonds canceled.

8. During the year the company sold \$336,000 of consolidated mortgage 3½ per cent bonds, due June 1, 1930, previously issued and in the treasury.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. American Express Company—The railway company to transport in cars attached to its passenger trains daily between all points on its line of railroad in the states of Wisconsin, Minnesota, Iowa, South Dakota and Nebraska, the messengers, safes, packing trunks and freight of the express company; also such persons as it becomes necessary to send over the railway company's line on business of the express company.

The express company to take charge of and deliver all money and valuable packages which the railway company may require to have sent or delivered by express on the lines of railroad operated by the express company, free of all cost or expense to the railroad company.

For compensation, see page 35, "Earnings from Operation."

2. This company carries United States mail. Compensation fixed by the United States Postoffice Department. No contract.

For amount of compensation see page 35, "Earnings from Operation."

3. The Pullman Company runs sleeping cars on this company's railway. No compensation.

7. The Western Union Telegraph Company owns all the telegraph lines on this company's right of way. The railway company uses the wires and furnishes the operators, except at stations where commercial messages exceed a certain specified number per annum. No compensation.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 81.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded)

COMMODITY	Freight Originating on this Road	Freight received from connecting roads and other carriers	TOTAL FREIGHT TONNAGE	
	Whole Tons	Whole Tons	Whole Tons	Per cent
Products of Agriculture—				
Grain	641,156	314,596	955,752	28.30
Flour	230,331	12,714	243,045	7.06
Other mill products.....	142,910	5,357	147,267	4.46
Hay	12,983	5,590	18,573	.56
Tobacco	3	36	39	0.00
Cotton .....	.....	9	9	0.00
Fruit and vegetables.....	17,384	63,908	81,292	2.48
Other products of agriculture.....	.....	.....	.....	.....
Total	1,041,467	402,210	1,443,677	43.16
Products of Animals—				
Live stock.....	59,458	48,704	108,162	3.28
Dressed meats.....	2,915	93	3,008	.09
Other packing house products.....	21,395	20,148	41,543	1.14
Poultry, game and fish.....	5,776	7,277	13,053	.39
Wool	1,860	3,880	5,740	.17
Hides and leather.....	5,032	4,184	9,216	.28
Other products of animals.....	.....	.....	.....	.....
Total	96,436	86,795	183,231	5.55
Products of Mines—				
Anthracite coal.....	12,107	9,073	21,180	.64
Bituminous coal.....	47,571	123,985	171,556	5.20
Coke	93	5,817	5,910	.16
Ores	1,569	6,764	8,333	.25
Stone, sand and other like articles.....	61,688	25,738	87,426	2.64
Other products of mines.....	.....	.....	.....	.....
Total	123,228	170,877	294,105	8.89
Products of Forests—				
Lumber	259,582	231,641	491,223	14.37
Other products of forests.....	24,163	106,786	130,949	3.96
Total	283,745	338,427	622,172	18.33
Manufactures—				
Petroleum and other oils.....	10,520	12,185	22,705	.73
Sugar	7,342	14,137	21,479	.64
Naval stores.....	1,100	525	1,625	.05
Iron, pig and bloom.....	6,233	7,041	13,274	.40
Iron and steel rails.....	2,331	9,731	12,062	.36
Other castings and machinery.....	5,521	17,154	22,675	.70
Bar and sheet metal.....	4,431	6,479	10,910	.32
Cement, brick and lime.....	41,107	32,000	73,107	2.23
Agricultural implements.....	12,915	21,944	34,859	1.03
Wagons, carriages, tools, etc.....	9,000	7,580	16,580	.50
Wines, liquors and beers.....	11,208	6,120	17,328	.52
Household goods and furniture.....	9,388	19,005	28,393	.84
Other manufactures.....	.....	.....	.....	.....
Total	112,201	140,070	252,271	7.74
Merchandise				
.....	177,716	104,009	281,725	8.57
Miscellaneous—				
Other commodities not mentioned above.....	109,190	114,100	223,290	6.56
Total tonnage—Minnesota.....	1,927,676	1,555,564	3,483,240	100.00
Total tonnage—Entire line.....	3,007,122	2,800,016	5,807,138	

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rail	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track.....	1,641.61				69.59	1,711.20	13.63	7.69	1,633.92
Miles of second track.....	64.17					64.17	21.70		3.18
Miles of third track.....	3.18					3.18	3.18		3.18
Miles of fourth track.....	2.50					2.50	2.50		2.50
Miles of yard track and sidings.....	539.08					539.08	17.96	104.58	434.50
Total mileage operated (all tracks).....	2,250.54				69.59	2,320.13	53.97	112.27	2,138.27

B. Mileage of Line Operated by States and Territories (Single Track).

Wisconsin	756.69				1.28	757.97		3.13	753.56
Minnesota	434.33				38.71	473.04			434.33
Iowa	74.54				27.50	102.04		.28	74.26
South Dakota.....	88.20					88.20			88.20
Nebraska	287.85				2.10	289.95	15.36	4.28	283.57
Total mileage operated (single track)...	1,641.61				69.59	1,711.20	15.38	7.69	1,633.92

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Con- structed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Wisconsin	756.69	.....	756.69	.....	3.13	733.56
Minnesota	434.33	.....	434.33	.....	.....	434.33
Iowa	74.54	.....	74.54	.....	.28	74.26
South Dakota	88.20	.....	88.20	.....	.....	88.20
Nebraska	287.85	.....	287.85	15.38	4.38	283.57
Total mileage owned (single track)	1,641.61	.....	1,641.61	15.38	7.69	1,633.92

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

State of Minnesota	Line Represented by Capital Stock		Line 1 Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	434.33	.....	38.71	473.04	.....	.....	434.33
Miles of second track.....	22.37	.....	.....	22.37	.....	.....	22.37
Miles of third track.....	3.18	.....	.....	3.18	.....	.....	3.18
Miles of fourth track.....	2.50	.....	.....	2.50	.....	.....	2.50
Miles of yard track and sidings.....	187.79	.....	.....	187.79	5.96	39.61	148.18
Total mileage operated (all tracks).....	650.17	.....	38.71	688.88	11.64	39.61	610.56

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota.....	434.33	.....	38.71	473.04	.....	.....	434.33
Total mileage operated (single track)....	434.33	.....	38.71	473.04	.....	.....	434.33

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	434.33	.....	434.33	.....	.....	434.33
Total mileage owned (single track).....	434.33	.....	434.33	.....	.....	434.33

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

DUBUQUE & SIOUX CITY RAILROAD COMPANY

(Page 3)

HISTORY.

1. Name of common carrier making this report? Dubuque & Sioux City Railroad Company.

2. Date of organization? October 1, 1888.

3, 4 and 5. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Date and authority for each consolidation?

Dubuque & Sioux City Railroad Company—The Dubuque & Pacific Railroad Company was chartered November 24, 1856. Sec. 43 Code of Iowa, 1851. Approved February 2, 1851. Amended April 2, 1860. After 80 miles of the road had been completed it was organized August 18, 1860. The road as completed extended from Dubuque to Iowa Falls, 142.89 miles.

Cedar Falls & Minnesota Railroad Company—Incorporated April 16, 1858. Sec. 43, Code of Iowa, 1851. Amended in February, 1864, August, 1868, and April, 1895. Road was sold under foreclosure June 1, 1896, and afterwards acquired by the Dubuque & Sioux City Railroad Company.

Cherokee & Dakota Railroad Company—Incorporated July 5, 1887, Laws of Iowa. This road, extending from Cherokee to Onawa, 59.10 miles, and from Cherokee to Sioux Falls, S. D., 96.48 miles, was conveyed to the Dubuque & Sioux City Railroad Company October 28, 1888. Approved by the shareholders of both companies Oct. 3, 1888.

Iowa Falls & Sioux City Railroad Company—Organized October 1, 1867. Sec. 43 Code of Iowa 1851. Approved February 2, 1851. Amended April 2, 1860. This road extends from Iowa Falls to Sioux City, 183.69 miles, and was conveyed to the Dubuque & Sioux City Railroad Company October 23, 1888. Approved by shareholders of the companies October 3, 1888.

Cedar Rapids & Chicago Railroad Company—Incorporated June 28, 1886. Laws of Iowa. This road, extending from Manchester to Cedar Rapids, 41.85 miles, was conveyed to the Dubuque & Sioux City Railroad Company October 27, 1888. Approved by the shareholders of both companies October 3, 1888.

Ft. Dodge & Omaha Railroad Company—Incorporated September 14, 1898. Laws of Iowa. This new road, extending from Tara to Council Bluffs, 131.02 miles, was conveyed to the Dubuque & Sioux City Railroad Company June 30, 1900, as authorized by the stockholders of both companies June 15, 1900.

Albert Lea & Southern Railroad Company—Incorporated September 20, 1899. Laws of Minnesota. This road, extending from Iowa state line to Glenville Junction, Minn., 18.59 miles, was conveyed to the Dubuque & Sioux City Railroad Company July 1, 1902, as authorized by the shareholders of both companies April 20, 1903.

Stacyville Railroad Company—Incorporated September 24, 1897. Laws of Iowa. This road, extending from Stacyville Junction, Iowa, to Stacyville, Iowa, 7.93 miles, was conveyed to the Dubuque & Sioux City Railroad Company July 1, 1902, as authorized by the stockholders of both companies April 6, 1893.

Cedar Falls & New Hartford Railroad Company—Incorporated January 3, 1903, under laws of Iowa. This road, extending from Cedar Falls to New Hartford, Iowa, 6.60 miles, was conveyed to the Dubuque & Sioux City Railroad Company June 30, 1904. Approved by the stockholders of both companies June 30, 1904.

Cedar Falls & Northeastern Railroad Company—Incorporated August 25, 1904, under laws of Iowa. This road, extending from Cedar Falls to a point on the Dubuque & Sioux City Railroad between Mona Junction and Janesville, Iowa, 1.55 miles, was conveyed to the Dubuque & Sioux City Railroad Company May 4, 1905. Approved by the stockholders of both companies, viz: Cedar Falls & Northeastern Railroad Company, April 29, 1905, and Dubuque & Sioux City Railroad Company, May 3, 1905.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. The Dubuque & Pacific Railroad Company was chartered Nov. 24, 1856, Code of Iowa 1851. Act approved Feb. 2, 1851. Its road was sold under foreclosure Aug. 21, 1860. The Dubuque & Sioux City Railroad Company was organized Aug. 13, 1860. The Cedar Falls & Minnesota Railroad Company, incorporated April 16, 1858, Code of Iowa 1851. Its road sold under foreclosure June 1, 1896, and afterwards acquired by the Dubuque & Sioux City Railroad Company. The Iowa Falls & Sioux City, Cherokee & Dakota and Cedar Rapids & Chicago Railroad companies were consolidated with the Dubuque & Sioux City Railroad Company October, 1888. The Stacyville & Albert Lea & Southern Railroad companies were consolidated with the Dubuque & Sioux City Railroad Company July, 1902.

7. What carrier operates the road of this company? Illinois Central Railroad Company.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term.
Stuyvesant Fish.....	New York City.....	October, 1907.
E. H. Harriman.....	New York City.....	October, 1907.
E. T. H. Gibson.....	New York City.....	October, 1907.
J. W. Auchincloss.....	New York City.....	October, 1907.
J. T. Harahan.....	Chicago, Illinois.....	October, 1907.
A. R. Loomis.....	Ft. Dodge, Iowa.....	October, 1907.
G. E. Lichty.....	Waterloo, Iowa.....	October, 1907.
H. M. Reed.....	Waterloo, Iowa.....	October, 1907.
W. G. Dows.....	Cedar Rapids, Iowa.....	October, 1907.
W. H. Torbert.....	Dubuque, Iowa.....	October, 1907.
J. V. Rider.....	Dubuque, Iowa.....	October, 1907.
J. T. Adams.....	Dubuque, Iowa.....	October, 1907.
F. D. Stout.....	Chicago, Illinois.....	October, 1907.
Walther Luttgen.....	New York City.....	October, 1907.
A. G. Hackstaff.....	New York City.....	October, 1907.

Total number of stockholders at date of last election? 29.

Date of last meeting of stockholders for election of directors? October 18, 1906.

Give postoffice address of general office? Dubuque, Iowa.

Give postoffice address of operating office? Central Station, Chicago.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, J. F. Titus; title, assistant to the president; address, 1 Park Row, Chicago.

(Page 7.)

OFFICERS.

Title	Name.	Location of Office.
President	J. T. Harahan.....	Chicago, Ill.
Vice-president	W. J. Harahan.....	Chicago, Ill.
Second vice-president.....	I. G. Rawn.....	Chicago, Ill.
Assistant to the president.....	J. F. Titus.....	Chicago, Ill.
Secretary	I. F. Merry.....	Dubuque, Iowa.
Treasurer	E. T. H. Gibson.....	New York, N. Y.
Assistant secretary.....	D. R. Burbank.....	New York, N. Y.
Assistant secretary.....	W. G. Bruen.....	Chicago, Ill.
Comptroller	Con. F. Krebs.....	Chicago, Ill.
General manager.....	F. B. Harriman.....	Chicago, Ill.

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. B. Dubuque & Sioux City Railroad.....	Iowa state line.....	South Dakota state line.....	11.40	29.99
	Iowa state line.....	Glenville Junction.....	18.59	
Total mileage operated.....				29.99

(Page 9.)

PROPERTY OPERATED.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Dubuque & Sioux City Railroad.....	Dubuque, Iowa.....	Sioux City, Iowa.....	41.85	390.26
1. B. Dubuque & Sioux City Railroad.....	Manchester, Iowa.....	Cedar Rapids, Iowa.....	155.58	
	Onawa, Iowa.....	Sioux Falls, South Dakota.....	133.38	
	Tara, Iowa.....	Council Bluffs, Iowa.....	94.88	
	Cedar Falls Junction, Iowa.....	Glenville Junction, Minnesota.....	7.93	
	Stacyville Junction, Iowa.....	Stacyville, Iowa.....		433.63
Total				759.88

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	150,000
Par value of shares.....	\$100.00
Total par value authorized.....	15,000,000.00
Total amount issued and outstanding.....	11,759,500.00
Dividends declared during year—	
Rate	4 per cent
Amount	\$470,380.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Construction—

Common—

Total number shares issued and outstanding.....	79,996
Total cash realized	\$7,999,600.00

Issued for Reorganization—

Common—

Total number shares issued and outstanding.....	37,599
Total cash realized	\$3,759,900.00

Totals—

Total number shares issued and outstanding.....	117,595
Total cash realized.....	\$11,759,500.00

(Page 19.)

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash realized on Amount Issued	Rate	When Payable	Interest	
	Date of Issue	When Due							Amount Accrued During Year	Amount Paid During Year
L. F. & S. C., first mortgage.....	1869	1917	\$3,000,000.00	\$2,800,000.00	\$2,800,000.00	\$2,800,000.00	7	April & Oct.	\$196,000.00	\$196,000.00
C. & D., gold.....	1888	1935	3,100,000.00	3,100,000.00	3,100,000.00	3,100,000.00	5	June & Dec.	155,000.00	155,000.00
C. R. & C., gold.....	1888	1935	830,000.00	830,000.00	830,000.00	830,000.00	5	June & Dec.	41,500.00	41,500.00
Miscellaneous.....	.....	.....	10,000,000.00	5,425,000.00	5,425,000.00	5,425,000.00	4	Feb. & Aug.	217,000.00	217,000.00
Mortgage lien.....	.....	.....	5,000,000.00	5,000,000.00	5,000,000.00	5,000,000.00	3	Feb. & Aug.	150,000.00	150,000.00
Mortgage lien, Omaha Division.....	1904	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold bonds.....	1905	1931	1,250,458.77	1,250,458.77	620,852.68	620,852.68	4	Jan. & July	31,431.94	31,431.94
Total:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mortgage bonds.....	.....	.....	\$6,930,000.00	\$6,730,000.00	\$6,730,000.00	\$6,730,000.00	.....	.....	\$392,500.00	\$392,500.00
Miscellaneous obligations.....	.....	.....	16,250,458.77	11,675,458.77	11,045,852.68	\$11,045,852.68	.....	.....	398,431.94	398,431.94
Grand total.....	.....	.....	\$23,180,458.77	\$18,405,458.77	\$17,775,852.68	\$17,775,852.68	.....	.....	\$790,931.94	\$790,931.94

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

8. Entire Line—\$164,945.63 4 per cent gold bonds and scrip, due 1951, were retired and cancelled as of June 30, 1907.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The express business on this road is handled by the American Express Company, they paying a specified sum for specified privileges and extra for extra facilities.

2. Mail compensation is fixed by the United States Postoffice Department and is based on weight of mail carried. Weight is taken every four years.

3. The Pullman Company operates the sleeping cars over this company's lines, it being allowed the usual mileage.

7. The Western Union Telegraph Company handles the telegraph business. It furnishes material, etc., and the railroad company one-half the labor.

8. Usual arrangements at prominent points.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY	Freight Originat- ing on this road	Freight re- ceived from Connecting Roads and Other Car- riers	TOTAL FREIGHT TONNAGE	
	Whole Tons	Whole Tons	Whole Tons	Per Cent
Products of Agriculture—				
Grain	9,737	50,671	60,408	12.75
Flour	120	48,597	48,717	10.28
Other mill products		31,827	31,827	6.72
Hay		433	433	.09
Tobacco				
Cotton		189	189	.04
Fruit and vegetables		11,126	11,126	2.35
Other products of agriculture				
Total				
Products of Animals—				
Live stock	2,988	9,771	12,059	2.55
Dressed meats				
Other packing house products		1,251	1,251	.26
Poultry, game and fish	20	1,678	1,698	.36
Wool		723	723	.15
Hides and leather		424	424	.09
Other products of animals				
Total				
Products of Mines—				
Anthracite coal		1,245	1,245	.26
Bituminous coal		76,709	76,709	16.20
Coke		1,424	1,424	.30
Ores		380	380	.08
Stone, sand and other like articles		20,691	20,691	4.37
Other products of mines				
Total				
Products of Forests—				
Lumber	1,237	60,702	61,939	13.08
Other products of forests				
Total				
Manufactures—				
Petroleum and other oils		5,063	5,063	1.07
Sugar		1,879	1,879	.40
Naval stores		756	756	.16
Iron, pig and bloom		295	295	.06
Iron and steel rails		2,682	2,682	.57
Other castings and machinery	199	13,492	13,691	2.89
Bar and sheet metal	28	13,970	13,998	2.95
Cement, brick and lime		13,651	13,651	2.88
Agricultural implements	10	4,207	4,217	.89
Wagons, carriages, tools, etc.	14	1,945	1,959	.41
Wines, liquors and beers		1,131	1,131	.24
Household goods and furniture		2,151	2,151	.45
Other manufactures				
Total				
Merchandise	265	38,336	38,601	8.15
Miscellaneous—				
Other commodities not mentioned above	1,153	41,243	42,396	8.95
Total tonnage—Minnesota	15,071	458,042	473,713	100.00
Total tonnage—Entire line	1,085,131	1,628,618	2,713,744	

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

DUBUQUE & SIOUX CITY RAILROAD.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Miles of single track.....	326.26	433.62	759.88			759.88
Miles of second track.....	2.35	1.40	3.75			3.75
Miles of yard track and sidings.....	168.41	31.95	200.36	5.40		200.36
Total mileage operated (all tracks).....	497.02	466.97	963.99	5.40		963.99

B. Mileage of Line Operated by States and Territories (Single Track).

Iowa.....	326.26	388.68	714.94			714.94
South Dakota.....		14.95	14.95			14.95
Minnesota.....		29.99	29.99			29.99
Total mileage operated (single track)...	326.26	433.62	759.88			759.88

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	Rails	
	Main Line	Branches and Spurs		Iron	Steel
Iowa.....	326.26	388.68	714.94		714.94
South Dakota.....		14.95	14.95		14.95
Minnesota.....		29.99	29.99		29.99
Total mileage owned (single track).....	326.26	433.62	759.88		759.88

REPORT RAILROAD AND WAREHOUSE COMMISSION

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE	Lines Represented by Capital Stock		Total Mileage Operated	New Line Constructed during year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Miles of single track.....	29.99	.....	29.99	.....	.....	29.99
Miles of yard track and sidings.....	5.71	.....	5.71	.58	.....	5.71
Total mileage operated (all tracks).....	35.70	.....	35.70	.....	.....	35.70

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	29.99	.....	29.99	.....	.....	29.99
Total mileage operated (single track)....	29.99	.....	29.99	.....	.....	29.99

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Lines Represented by Capital Stock		Total Mileage Owned	Rails	
	Main Line	Branches and Spurs		Iron	Steel
Minnesota	29.99	29.99	.....	29.99
Total mileage owned (single track).....	29.99	29.99	.....	29.99

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

DULUTH & IRON RANGE RAILROAD COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Duluth & Iron Range Railroad Company.
2. Date of organization? December 21, 1874.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under General Laws of the State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term.
James Gayley.....	New York City.....	June, 1908.
Thomas Murray.....	New York City.....	June, 1908.
P. Mitchell.....	Duluth, Minnesota.....	June, 1908.
Robt. Angst.....	Duluth, Minnesota.....	June, 1908.
E. H. Gary.....	New York City.....	June, 1909.
T. F. Cole.....	Duluth, Minnesota.....	June, 1909.
Thos. Owens.....	Two Harbors, Minnesota.....	June, 1909.
F. H. White.....	Duluth, Minnesota.....	June, 1909.
H. Johnson.....	Duluth, Minnesota.....	June, 1909.
W. E. Corey.....	New York City.....	June, 1910.
Wm. Edenborn.....	New York City.....	June, 1910.
F. E. House.....	Duluth, Minnesota.....	June, 1910.
F. C. Marshall.....	Duluth, Minnesota.....	June, 1910.

Total number of stockholders at date of last election? 18.

Date of last meeting of stockholders for election of directors? June 7, 1907.

Give postoffice address of general office? Duluth, Minn.

Give postoffice address of operating office? Duluth, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, H. Johnson; title, auditor; address, Duluth, Minn.

(Page 7.)

OFFICERS.

Title	Name.	Location of Office.
President	F. E. House.....	Duluth, Minn.
First vice-president.....	T. F. Cole.....	Duluth, Minn.
Second vice-president.....	I. H. McLean.....	Duluth, Minn.
Secretary	H. Johnson	Duluth, Minn.
Treasurer	F. C. Marshall.....	Duluth, Minn.
Asst. Sec'y & Asst. Treas.....	Thos. Murray	New York, N. Y.
General solicitor.....	J. B. Cotton.....	Duluth, Minn.
General counsel.....	F. B. Kellogg.....	St. Paul, Minn.
Auditor	H. Johnson	Duluth, Minn.
General manager.....	F. E. House.....	Duluth, Minn.
Chief engineer.....	Robt. Angst	Duluth, Minn.
Superintendent	Thos. Owens	Two Harbors, Minn.
Assistant superintendent.....	A. D. Holliday.....	Two Harbors, Minn.
Superintendent of motive power.....	H. S. Bryan.....	Two Harbors, Minn.
Superintendent of telegraph.....	A. D. Holliday.....	Two Harbors, Minn.
General freight agent.....	H. Johnson	Duluth, Minn.
General passenger agent.....	H. Johnson	Duluth, Minn.
General ticket agent.....	H. Johnson	Duluth, Minn.
General baggage agent.....	H. Johnson	Duluth, Minn.
Land commissioner.....	B. P. Crane.....	Duluth, Minn.
Asst. land commissioner.....	L. B. Arnold.....	Duluth, Minn.

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Duluth & Iron Range Railroad Co.....	Duluth	Ely	117.32	
	Tower Junction.....	Tower	1.40	
	Allen Junction.....	Virginia	25.30	
	McKinley	Eveleth	8.83	
	Waldo	Drummond	8.50	
			49.30	
1. B. Branches and spurs.....				
5. Union Depot.....	Union Depot, Duluth.....	Fifth Ave. E., Duluth.....		210.26
				.80
Total mileage operated.....				\$11.06

(Page 11.)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of Which
Affect the General Balance Sheet—Pages 49 and 51.

Name	Character of Business	Title		State or Territory
		Owned.	Leased, Etc.	
Swamp Land Grant.....	Examining and lo- cating lands, also sale of same.....	Owned		Minnesota.
Tug Boat "Edna G.".....	Towing	Owned		Minnesota.

(Page 17.)

CAPITAL STOCK.

Capital Stock—

Common—

Number of shares authorized.....	100,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$10,000,000.00
Total amount issued and outstanding.....	3,000,000.00

Issued for Cash—

Common—

Total number shares issued and outstanding.....	30,000
Total cash realized	\$3,000,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Rate	Interest		
	Date of Issue	When Due					When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage	Oct. 1, 1887	Oct. 1, 1937	\$8,151,000.00	\$8,151,000.00	\$6,732,000.00	5	April & Oct.	\$336,600.00	\$334,225.00
Second mortgage	Jan. 1, 1896	Jan. 1, 1916	5,000,000.00	5,000,000.00	4,500,000.00	6	Jan. & July	270,000.00	270,000.00
Total:			\$13,151,000.00	\$13,151,000.00	\$11,232,000.00			\$606,600.00	\$604,225.00
Mortgage bonds			\$13,151,000.00	\$13,151,000.00	\$11,232,000.00			\$606,600.00	\$604,225.00
Grand total									

*The authorized issue of this company's 5 per cent first mortgage bonds is:

First—For the purpose of paying off and retiring \$2,500,000.00 outstanding 6 per cent first mortgage bonds, and also for the improvement and further equipment of its railroad from Duluth to Tower, and also for the purchase, construction and improvement of ore and merchandise docks and terminal facilities, \$3,500,000.00.

Second—An additional amount per mile for every mile of single track extensions and branches thereafter acquired or constructed per mile, \$25,000.00.

Third—An additional amount for every mile for additional equipment not exceeding cost, \$7,000.00.

Fourth—An additional amount for every mile of double main track, \$12,000.00.

Fifth—The authorized issue of this company's 6 per cent second mortgage bond is for the purpose of paying off and retiring \$3,500,000.00 outstanding income certificates for the payment or funding of any outstanding obligations of the railroad company for the improvement and further equipment of its line of railroad and also for the purchase, construction and improvement of ore and merchandise dock and terminal facilities.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.

See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.

See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.

See Table V.

(Page 31.)

INCOME ACCOUNT.

See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.

See Table XI.

(Page 41.)

RENTALS RECEIVED.

See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.

See Tables VII to VII D.

(Page 47.)

RENTALS PAID.

See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.

See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Second main track.....	5.88	
Yard tracks and sidings.....	7.50	
2. Branches and spurs.....		12.88
		1.428

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. A contract with the United States Express Company for the transaction of express business over this road at a minimum rate of \$400 per month.

2. The United States mails are carried over this road at rates and on conditions fixed by the government.

6. Not with any public carrier.

8. A contract with the Duluth Telephone Company for terminal facilities at Duluth for the Duluth and Iron Range telephone line.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	24	6,319	6,343	.06
Flour	42	3,019	3,061	.03
Other mill products	15	4,387	4,402	.04
Hay	364	12,120	12,484	.12
Tobacco				
Cotton				
Fruit and vegetables	12	2,947	2,959	.03
Other products of agriculture				
Total	457	28,792	29,249	.28
Products of Animals—				
Live stock	1,164	2,030	3,194	.03
Dressed meats	10	534	544	
Other packing house products		93	93	
Poultry, game and fish				
Wool				
Hides and leather				
Other products of animals				
Total	1,174	2,657	3,831	.03
Products of Mines—				
Anthracite coal		12,389	12,389	.12
Bituminous coal		188,840	188,840	1.78
Coke		101	101	
Ores	9,269,415		9,269,415	87.29
Stone, sand and other like articles	8,496	2,182	10,678	.10
Other products of mines				
Total	9,273,911	203,512	9,481,423	89.29
Products of Forests—				
Lumber	230,471	1,390	231,861	2.18
Other products of forests	792,931		792,931	7.47
Total	1,023,401	1,390	1,024,792	9.65
Manufactures—				
Petroleum and other oils	12	425	437	
Sugar		864	864	.01
Naval stores				
Iron, pig and bloom	89	52	141	
Iron and steel rails	6,912	722	7,634	.07
Other castings and machinery	2,950	5,408	8,358	.08
Bar and sheet metal	153	300	453	
Cement, brick and lime	313	5,830	6,143	.06
Agricultural implements				
Wagons, carriages, tools, etc.				
Wines, liquors and beers	4,387	2,158	6,545	.06
Household goods and furniture	116	71	187	
Other manufactures	61	1,791	1,852	.02
Total	14,993	17,621	32,614	.30
Merchandise	31,788	6,167	37,955	.36
Miscellaneous—				
Other commodities not mentioned above	5,270	3,909	9,179	.09
Total tonnage—Minnesota	10,354,995	264,048	10,619,043	100.00
Total tonnage—Entire line	10,354,995	264,048	10,619,043	100.00

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

REPORT RAILROAD AND WAREHOUSE COMMISSION

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	161.06	49.20				.80	211.06	*1.428		210.26
Miles of second track.....	73.74						73.74	5.38		73.74
Miles of yard track and sidings.....	133.17						133.17	7.50		133.17
Total mileage operated (all tracks).....	367.97	49.20				.80	417.97	11.452		417.17

*Reduction.

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	161.06	49.20				.80	211.06	*1.428		210.26
Total mileage operated (single track)....	161.06	49.20				.80	211.06	*1.428		210.26

*Reduction.

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	161.06	49.20	210.26	*1.428		210.26
Total mileage owned (single track).....	161.06	49.20	210.26	*1.428		210.26

*Reduction.

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

DULUTH & NORTHEASTERN RAILROAD COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth & Northeastern Railroad Company.

2. Date of organization? September 10, 1898.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. By virtue of and pursuant to Title one (1), Chapter thirty-four (34), of the General Statutes of Minnesota, 1894, and all acts amendatory thereof and supplementary thereto.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term.
F. Weyerhaeuser.....	St. Paul, Minnesota.....	June 3, 1908.
R. M. Weyerhaeuser.....	Cloquet, Minnesota.....	June 3, 1908.
H. C. Hornby.....	Cloquet, Minnesota.....	June 3, 1908.
J. E. Lynds.....	Cloquet, Minnesota.....	June 3, 1908.
Hugo Schlenk.....	Cloquet, Minnesota.....	June 3, 1908.

Total number of stockholders at date of last election? Nine.

Date of last meeting of stockholders for election of directors? June 10, 1907.

Give postoffice address of general office? Cloquet, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, H. G. Stevens; title, auditor; address, Cloquet, Minn.

(Page 7.)

OFFICERS.

Title	Name.	Location of Office.
Chairman of the board.....	F. Weyerhaeuser	St. Paul, Minn.
President	F. Weyerhaeuser	St. Paul, Minn.
First vice-president.....	R. M. Weyerhaeuser.....	Cloquet, Minn.
Secretary	Hugo Schlenk	Cloquet, Minn.
Treasurer	J. E. Lynds	Cloquet, Minn.
Auditor	H. G. Stevens.....	Cloquet, Minn.
General manager.....	H. C. Hornby.....	Cloquet, Minn.
Chief engineer.....	H. E. McLean.....	Cloquet, Minn.
General superintendent.....	John Dunlavey	Cloquet, Minn.
General freight agent.....	H. G. Stevens.....	Cloquet, Minn.
General passenger agent.....	H. G. Stevens.....	Cloquet, Minn.

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
L. A. Duluth & Northeastern Railroad.....	Cloquet, Minnesota.....	Hornby, Minnesota.....	57.00	57.00
1. B. Harris Branch.....	Harris Junction.....	Harris Lake.....	5.50	
Merrigan Branch.....	Merrigan Junction.....	Merrigan Lake.....	1.00	6.50
Total mileage operated.....				63.50

(Page 17.)

CAPITAL STOCK.

Capital or Guaranteed Stock—

Preferred—

Number of shares authorized.....	5,000
Par value of shares.....	\$100.00
Total par value authorized.....	500,000.00
Total amount issued and outstanding.....	500,000.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.

See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.

See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.

See Table V.

(Page 31.)

INCOME ACCOUNT.

See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.

See Table XI.

(Page 41.)

RENTALS RECEIVED.

See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY	Freight originating on this road	Freight received from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE	
	Whole Tons	Whole Tons	Whole Tons	Per Cent
Products of Agriculture—				
Grain		1,522	1,522	.37
Flour				
Other mill products		168	168	.04
Hay		1,517	1,517	.37
Tobacco				
Cotton				
Fruit and vegetables		164	164	.04
Other products of agriculture				
Total		3,371	3,371	.82
Products of Animals—				
Live stock	400	365	765	.18
Dressed meats		112	112	.03
Other packing house products				
Poultry, game and fish				
Wool				
Hides and leather				
Other products of animals				
Total	400	477	877	.21
Products of Mines—				
Anthracite coal				
Bituminous coal		5,864	5,864	1.42
Coke				
Ores				
Stone, sand and other like articles				
Other products of mines				
Total		5,864	5,864	1.42
Products of Forests—				
Lumber	20,825		20,825	5.04
Logs	328,741	28,658	357,399	86.49
Other products of forests, ties, posts, pulpwood, poles, etc.	21,967		21,965	5.32
Total	371,533	28,658	400,191	96.85
Manufactures—				
Petroleum and other oils				
Sugar				
Naval stores				
Iron, pig and bloom				
Iron and steel rails				
Other castings and machinery		182	182	.04
Bar and sheet metal				
Cement, brick and lime				
Agricultural implements				
Wagons, carriages, tools, etc.				
Wines, liquors and beers				
Household goods and furniture				
Other manufactures				
Total		182	182	.04
Merchandise		1,997	1,997	.48
Miscellaneous—				
Other commodities not mentioned above	739		739	.18
Total tonnage—Minnesota			413,221	100.00
Total tonnage—Entire line			413,221	

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	57.00	6.50	.....	.....	.....	.....	63.50	.....	.....	.....
Miles of yard track and sidings.....	.....	5.50	.....	.....	.....	.....	5.50	.....	.....	.....
Total mileage operated (all tracks).....	57.00	12.00	.....	.....	.....	.....	69.00	.....	.....	69.00

B. Mileage of Line Operated by States and Territories (Single Track).

All in Minnesota. See table above.

C. Mileage of Line Owned by States and Territories (Single Track).

All in Minnesota. See table above.

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

DULUTH & NORTHERN MINNESOTA RAILWAY CO.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth & Northern Minnesota Railway Company.
2. Date of organization? May 31, 1898.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Statutes of the State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not consolidated.
5. Date and authority for each consolidation? Not consolidated.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not reorganized.
7. What carrier operates the road of this company? None.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address.	Date of Expiration of Term
Benjamin W. Arnold.....	Albany, N. Y.....	Until election of successor
Russell A. Alger.....	Detroit, Mich.	Until election of successor.
John Millen.....	Duluth, Minn.	Until election of successor.
R. N. Marble.....	Duluth, Minn.	Until election of successor.
J. C. McCaul.....	Detroit, Mich.	Until election of successor.

Total number of stockholders at date of last election? Four.

Date of last meeting of stockholders for election of directors? June 5, 1907.

Give postoffice address of general office? Duluth, Minn.

Give postoffice address of operating office? Duluth, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, John Millen; title, vice-president and general manager; address, Duluth, Minn.

(Page 7.)

OFFICERS.

Title	Name.	Location of Office.
President	Benjamin W. Arnold.....	Albany, N. Y.
First vice-president.....	John Millen	Duluth, Minn.
Secretary	J. C. McCaul.....	Detroit, Mich.
Treasurer	Russel A. Alger.....	Detroit, Mich.
Assistant secretary.....	R. N. Marble.....	Duluth, Minn.
Auditor	G. H. Stalker.....	Detroit, Mich.
Assistant auditor.....	J. W. Bayly.....	Duluth, Minn.
General manager.....	John Millen	Duluth, Minn.
Assistant general manager.....	R. N. Marble.....	Duluth, Minn.
Chief engineer.....	Arthur Mitchell	Duluth, Minn.
General superintendent.....	John Whyte	Knife River, Minn.
Asst. general superintendent.....	Geo. Ward	Knife River, Minn.
General freight agent.....	R. N. Marble.....	Duluth, Minn.
Asst. general freight agent.....	C. Reynolds	Knife River, Minn.
General passenger agent.....	J. W. Bayly.....	Duluth, Minn.
General ticket agent.....	C. Reynolds	Knife River, Minn.

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Duluth & Northern Minnesota Railway Co.....	Knife River, Minnesota.....	Schauff Lake, Minnesota.....	45.00	
1. B. Duluth & Northern Minnesota Railway Co.....	Main line.....	Logging operations.....	31.86	70.80
Total mileage operated.....				70.86

(Page 17.)

CAPITAL STOCK.

Capital Stock—

Common—

Number of shares authorized.....	10,000
Par value of shares.....	\$100.00
Total par value authorized.....	1,000,000.00
Total amount issued and outstanding.....	200,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for construction—

Common—

Total number shares issued and outstanding.....	2,000
Total cash realized	\$200,000.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.

See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.

See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.

See Table V.

(Page 31.)

INCOME ACCOUNT.

See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.

See Table XI.

(Page 41.)

RENTALS RECEIVED.

See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Main line put in operation for logging purposes, 10 miles. Branches and spurs put in operation for logging purposes, 9.68 miles.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and Other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain		252	252	.04
Flour		140	140	.02
Other mill products.....		38	38	.01
Hay	23	986	1,009	.17
Tobacco		2	2	.....
Cotton .....				.....
Fruit and vegetables.....		610	610	.10
Other products of agriculture.....		300	300	.05
Total	23	2,328	2,351	.39
Products of Animals—				
Live stock.....	84		84	.01
Dressed meats.....		512	512	.08
Other packing house products.....		31	31	.01
Poultry, game and fish.....	2		2	.....
Wool .....				.....
Hides and leather.....				.....
Other products of animals.....				.....
Total	86	543	629	.10
Products of Mines—				
Anthracite coal.....				.....
Bituminous coal.....				.....
Coke .....				.....
Ores .....				.....
Stone, sand and other like articles.....				.....
Other products of mines.....				.....
Total .....				.....
Products of Forests—				
Lumber	84	310	394	.07
Other products of forests.....	598,232		598,232	99.27
Total	598,316	310	598,626	99.34
Manufactures—				
Petroleum and other oils.....		38	38	.01
Sugar		41	41	.01
Naval stores.....				.....
Iron, pig and bloom.....				.....
Iron and steel rails.....				.....
Other castings and machinery.....				.....
Bar and sheet metal.....		39	39	.01
Cement, brick and lime.....		12	12	.....
Agricultural implements.....		6	6	.....
Wagons, carriages, tools, etc.....	102	92	194	.03
Wines, liquors and beers.....		53	53	.01
Household goods and furniture.....	204	178	382	.06
Other manufactures.....	64	201	265	.04
Total	370	660	1,030	.17
Merchandise	598,795	3,841	602,636	100.00
Miscellaneous—				
Other commodities not mentioned above....				.....
Total tonnage—Minnesota.....	598,795	3,841	602,636	100.00
Total tonnage—Entire line.....	598,795	3,841	602,636	100.00

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track.....	45.00	31.86	.....	.....	.....	76.86	19.68	.....	76.86
Miles of yard track and sidings.....	4.95	.....	.....	.....	.....	4.95	.....	.....	4.95
Total mileage operated (all tracks).....	49.95	31.86	.....	.....	.....	81.81	19.68	.....	81.81

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	45.00	31.86	.....	.....	.....	76.86	19.68	.....	76.86
Total mileage operated (single track).....	45.00	31.86	.....	.....	.....	76.86	19.68	.....	76.86

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock			Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs	.....			Iron	Steel
Minnesota	45.00	31.86	.....	76.86	19.68	.....	76.86
Total mileage owned (single track).....	45.00	31.86	.....	76.86	19.68	.....	76.86

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

DULUTH BELT LINE RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth Belt Line Railway Company.
2. Date of organization? Organized as "Duluth Incline Railway Co." Dec. 14, 1888. Articles of incorporation amended Jan. 16, 1890, changing name to Duluth Belt Line Railway Company.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Title one (1) of Chapter 34 of the General Statutes of the State of Minnesota and acts amendatory.
4. If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same. Duluth Incline Railway Co., charter dated Dec. 14, 1888. Filed in Secretary of State's office, Book "V" of Corporations, on page 334. Amended, Duluth Belt Line Railway Co., charter dated Jan. 16, 1890. Filed in Secretary of State's office, Book "Y" of Corporations, page 297.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
J. R. Myers.....	Philadelphia.....	
C. E. Dukerman.....	Deceased	
H. H. Myers.....	Duluth	
H. S. Moody.....	Deceased	
B. F. Myers.....	Duluth	

Total number of stockholders at date of last election? Twenty-five (25).

Date of last meeting of stockholders for election of directors? Dec. 10, 1891.

Give post-office address of general office? 205 Lyceum Building, Duluth, Minn.

Give postoffice address of operating office? 205 Lyceum Building, Duluth, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, B. F. Myers; title, secretary; address, 205 Lyceum Building.

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President	J. R. Myers.....	Philadelphia, Pa.
Secretary	B. F. Myers.....	Duluth, Minnesota
Treasurer	H. H. Myers.....	Duluth, Minnesota
General manager.....	H. H. Myers.....	Duluth, Minnesota
General superintendent.....	W. R. Ives.....	Bay View Heights, West Duluth, Minn.

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	100,000
Par value of shares.....	\$100.00
Total par value authorized.....	1,000,000.00
Total amount issued and outstanding.....	138,500.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—

Preferred—

Total number shares issued and outstanding.....	1,000
Total cash realized.....	\$100,000.00

Issued for Acquiring Stock in Other Corporations (now worthless)—

Total number shares issued and outstanding.....	285
---	-----

Issued to Pay Salaries—

Total number shares issued and outstanding.....	100
---	-----

Totals—

Total number shares issued and outstanding.....	1,385
---	-------

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Interest		
	Date of Issue	When Due					Rate	When Payable	Amount Accrued During Year
Judgment	2-11			\$80,137.53 *					
Total: 1905	1905								
Miscellaneous obligations, to firms				3,498.00 †					
Grand total				\$83,635.53					

*Interest computed on original amount and added in judgment.

†No interest computed.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

DULUTH, ST. CLOUD, GLENCOE & MANKATO RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth, St. Cloud, Glencoe & Mankato Railway Company.
2. Date of organization? Jan. 15, 1888.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Laws of Minnesota.
7. What carrier operates the road of this company? Duluth, St. Cloud, Glencoe & Mankato Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
J. R. Dickinson.....	Chicago, Illinois.....	December 4, 1907
Lawrence Fitch.....	Chicago, Illinois.....	December 4, 1907
F. A. McFarland.....	Minneapolis, Minnesota.....	December 4, 1907
C. F. Sowersby.....	Chicago, Illinois.....	December 4, 1907
A. Uhrlaub.....	Chicago, Illinois.....	December 4, 1907
Hilbert Brules.....	St. Clair, Minnesota.....	December 4, 1907
B. A. Douseman.....	Chicago, Illinois.....	December 4, 1907

Total number of stockholders at date of last election? Six.

Date of last meeting of stockholders for election of directors? Dec. 4, 1906.

Give postoffice address of general office? Albert Lea, Minn.

Give postoffice address of operating office? Albert Lea, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, H. G. Selby; title, general agent; address, Albert Lea, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President	A. Uhrlaub.....	152 Monroe St., Chicago
First vice-president.....	B. A. Douseman.....	Railway Exch., Chicago
Secretary	J. R. Dickinson.....	Railway Exch., Chicago
Treasurer	J. R. Dickinson.....	Railway Exch., Chicago
General agent and accountant.....	H. G. Selby.....	Albert Lea, Minnesota
General manager.....	E. L. Tobie.....	Albert Lea, Minnesota

REPORT RAILROAD AND WAREHOUSE COMMISSION

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.

A. Main line.

B. Branches and spurs. (See "Instructions," Page 8.)

2. Proprietary companies whose entire capital stock is owned by this company.

3. Line operated under lease for specified sum.

4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
Duluth, St. Cloud, Glencoe & Mankato Railway.....	Albert Lea.....	St. Clair.....	39.37
Total			39.37

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	320
Par value of shares.....	\$100.00
Total par value authorized.....	\$32,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—

Common—

Number of shares issued during year.....	320
Cash realized on amount issued during year.....	\$32,000.00
Total number shares issued and outstanding.....	320
Total cash realized.....	\$32,000.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.

See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.

See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.

See Table V.

(Page 31.)

INCOME ACCOUNT.

See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.

See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in use (Minnesota)	Line Represented by Capital Stock				Line Operated Under Trackage Rights	Total Mileage Operated	New Line Con- structed During Year		Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	39.37	.....	.....	.....	.79	40.16	39.37	.....	.....	.60
Miles of yard tracking and sidings.....	.75	.....	.....	.....	.....	.....	.75	.....	.....	.60
Total mileage operated (all tracks)....	40.12	.....	.....	.....	.79	40.16	40.12	.....	.....	.....

B. Mileage of Line Operated by States and Territories (Single Track).

(See table above.)

C. Mileage of Line Owned by States and Territories (Single Track).

(See table above.)

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	39.37	.....	.....	.79	39.37	.....	.60
Miles of yard tracking and sidings.....	.75	.....	.....	.....	.75	.....	.60
Total mileage operated (all tracks).....	40.12	.....	.....	.79	40.12	.....	.....

B. Mileage of Line Operated by States and Territories (Single Track).

(See table above.)

C. Mileage of Line Owned by States and Territories (Single Track).

(See table above.)

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

DULUTH, MISSABE & NORTHERN RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth, Missabe & Northern Railway Company.
2. Date of organization? Articles executed Feb. 11, 1891. Recorded by Secretary of State May 26, 1891.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the laws of the State of Minnesota, Title 1, Chapter 34, General Statutes of 1878, and acts amendatory.
4. If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same. Not a consolidated company.
5. Date and authority for each consolidation? Not a consolidated company.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not reorganized.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
W. J. Olcott.....	Duluth, Minnesota.....	} First Tuesday after first Monday in February, 1908.
W. A. McGonagle.....	Duluth, Minnesota.....	
E. S. Kempton.....	Duluth, Minnesota.....	
H. L. Dresser.....	Duluth, Minnesota.....	
Geo. D. Swift.....	Duluth, Minnesota.....	
A. B. Wolvin.....	Duluth, Minnesota.....	
J. B. Hanson.....	Duluth, Minnesota.....	

Total number of stockholders at date of last election? Eleven.

Date of last meeting of stockholders for election of directors? Feb. 5, 1907.

Give postoffice address of general office? Duluth, Minnesota.

Give postoffice address of operating office? Duluth, Minnesota.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, E. S. Kempton; title, treasurer; address, Duluth, Minnesota.

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President	Wm. J. Olcott.....	Duluth, Minnesota
First vice-president.....	W. A. McGonagle.....	Duluth, Minnesota
Second vice-president.....	P. Mitchell.....	Duluth, Minnesota
Secretary	Edward B. Ryan, Jr.....	Duluth, Minnesota
Treasurer	E. S. Kempton.....	Duluth, Minnesota
Assistant treasurer.....	Chas. E. Scheide.....	71 Broadway, N. Y. City
General solicitor.....	Joseph B. Cotton.....	Duluth, Minnesota
Attorney, or general counsel.....	Frank B. Kellogg.....	St. Paul, Minnesota
Assistant secretary.....	C. D. Fraser.....	71 Broadway, N. Y. City
Auditor	J. B. Hanson.....	Duluth, Minnesota
Chief engineer.....	H. L. Dresser.....	Duluth, Minnesota
Superintendent	J. W. Kreitter.....	Proctor, Minnesota
General freight agent.....	J. B. Hanson.....	Duluth, Minnesota
General passenger agent.....	J. B. Hanson.....	Duluth, Minnesota

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," Page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Duluth, Missabe & Northern Railway.....	Stony Brook.....	Mt. Iron.....	29.34	48.62
1. B. Duluth, Missabe & Northern Railway.....	Missabe Junction.....	Columbia Junction.....	15.54	
	Iron Junction.....	Biwabik.....	3.44	
	Spruce.....	Eveleth.....	1.73	
	Wolf.....	Troy.....	6.30	
	Wibbing.....	Virginia.....	16.06	
	Hibbing.....	Hull Yard.....	2.02	
	Wilpen.....	Shenango.....	4.13	
	Shenango.....	St. Clair mine.....	2.66	
	Oliver-St. Clair branch.....	Chisholm.....	1.99	
	Chisholm Spur.....	Tener mine.....	.57	
	Mountain Iron.....	Iroquois mine.....	.82	
	Keenan.....	Sherwood.....	8.04	
	Albion.....	Coleraine.....	58.00	
	Mountain Iron.....	Wacootah.....	1.57	
	Shenango.....	Niles mine.....	1.16	
	Moon & Kerr mill spur.....	Virginia.....	.85	
	Bailey mill spur.....	Virginia.....	.66	

Rathbun spurs.....	.77
Oliver spurs.....	.60
Aetna mine spurs.....	.17
Tracks in Mt. Iron mine.....	2.04
West Biwabik and Duluth mine spurs.....	1.32
Adams mine spurs.....	3.92
Spruce mine spurs.....	3.38
Loop line spurs.....	.99
Oliver mine spurs.....	2.30
Ohio mine spurs.....	.33
Hartley mine spurs.....	.32
Franklin mine spurs.....	.26
Norman mine spurs.....	.78
Lincoln mine spurs.....	2.56
Higgins mine spurs.....	1.32
Sellers mine spurs.....	1.34
Burt mine spurs.....	.66
Hull mine spurs.....	2.70
Rust mine spurs.....	1.83
Pillsbury mine spurs.....	3.13
Glen mine spurs.....	1.67
Clark mine spurs.....	1.31
Clark No. 2 mine spurs.....	.35
Glen No. 2 mine spurs.....	.36
Morris mine spurs.....	4.50
St. Clair mine spurs.....	.65
Myers mine spurs.....	.21
Chisholm mine spurs.....	.47
Troy mine spurs.....	1.37
Iroquois mine spurs.....	.30
Mintfred mine spurs.....	.18
Hobart mine spurs.....	1.44
Coleraine mine spurs.....	.23
Log spurs.....	1.01
Albion branch.....	1.00
Union Depot.....	1.90
Missabe Junction.....	
Leased from Northern Pacific Railway.....	197.85
Total.....	246.47

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	50,000
Par value of shares.....	\$100.00
Total par value authorized.....	5,000,000.00
Total amount issued and outstanding.....	4,112,500.00

Totals—

Number of shares authorized.....	50,000
Par value of shares.....	\$100.00
Total par value authorized.....	5,000,000.00
Total amount issued and outstanding.....	4,112,500.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—

Common—

Total number shares issued and outstanding.....	10,666 2-3
Total cash realized.....	\$1,066,666.00

Issued for Construction—

Common—

Number of shares issued during year.....	16,000
Total number shares issued and outstanding.....	*29,852

Issued for Cash and Services—

Common—

Total number shares issued and outstanding.....	606 1-3
Total cash realized.....	\$54,800.00

Totals—

Number of shares issued during year.....	16,000
Total number shares issued and outstanding.....	41,125
Total cash realized.....	\$1,121,466.00

Remarks: 4,000 shares issued for cash at par. 6,666 2-3 shares issued and sold in 1893 at par in connection with and as one item 2,000 consolidated first mortgage bonds of par value of \$2,000,000.00.

*13,852 shares issued at par in connection with 1,200 first dividend bonds of the par value of \$1,200,000.00 as one item for construction of road, Stony Brook to Mt. Iron and Iron Junction to Biwabik.

*16,000 shares issued in 1906 at par in connection with 1,600 general mortgage bonds of the par value of \$1,600,000.00 as one item for construction of road known as the Alborn Branch, approximately 53 miles in length.

548 shares issued for cash at par.

58 1-3 shares issued at par for services.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bonds, or Obligations	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
First division mortgage gold bonds.	1-1 1892	1-1 1922	\$1,300,000.00	\$1,200,000.00	\$1,174,000.00	.....	6	Jan. & June	\$70,440.00	\$70,440.00
Consolidated first mortgage gold bonds	1-1 1893	1-1 1923	3,500,000.00	3,500,000.00	2,326,000.00	\$1,193,000.00	6	Jan. & June	139,560.00	136,800.00
General mortgage gold bonds.....	1-1 1906	1-1 1941	.....	5,543,000.00	5,543,000.00	.....	5	Jan. & June	277,150.00	277,150.00
Total:	.....	.....	.....	\$10,243,000.00	\$9,043,000.00	\$1,193,000.00	.....	.....	\$487,150.00	\$484,450.00
Mortgage bonds.....	.....	.....	.....	\$10,243,000.00	\$9,043,000.00	\$1,193,000.00	.....	.....	\$487,150.00	\$484,450.00
Grand total.....	.....	.....	.....	\$10,243,000.00	\$9,043,000.00	\$1,193,000.00	.....	.....	\$487,150.00	\$484,450.00

*Not limited.

†Provision made in mortgage as to the purpose for which bonds may be issued.

EXPLANATORY REMARKS.

The first division bonds were issued in part payment for construction of line, Stony Brook to Mountain Iron and Iron Junction to Biwabik. Of the \$3,500,000 consolidated first mortgage bonds \$1,200,000 were delivered to the trustees to be held in escrow for the purpose of retiring the issue of bonds secured by the first division mortgage. \$26,000.00 retired to date.

June 30, 1906, \$3,943,000 in consolidated second mortgage bonds were surrendered and exchanged for a like amount of general mortgage bonds of 1906 at par. \$1,600,000 used in construction of Alborn Branch.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Alborn branch, 53 miles, finished and put in operation September 5, 1906.

5.76 miles of mine spurs constructed.

3. New ore docks constructed.

New coal docks under construction.

66.05 miles side tracks and sidings constructed during the year.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. By an agreement with the American Express Company, dated March 1, 1901, the Duluth, Missabe & Northern Railway Company agrees to transport the freight of the express company over all lines operated by the railway company, the express company to pay for the service rendered at a rate per 100 pounds based on the commodity and the distance carried.

2. The railway company transports mails over any route on its lines when ordered by the United States government postoffice department, the railway company to receive such compensation for its services as is from time to time fixed upon by the United States government postoffice department.

4. The cars of all transportation companies are allowed to run over this line, paying the regular rate and receiving mileage and their freight having no preference over other freight of like class.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent
Products of Agriculture—				
Grain	2,224	1,527	3,751	.025
Flour	1,872	804	2,676	.018
Other mill products	2,922	1,508	4,430	.031
Hay	5,079	1,923	7,002	.048
Tobacco	21	15	36	.001
Cotton				
Fruit and vegetables	1,941	693	2,634	.018
Other products of agriculture				
Products of Animals—				
Live stock	1,160	615	1,775	.012
Dressed meats	258	217	475	.001
Other packing house products	250	158	408	.001
Poultry, game and fish	10	15	25	.000
Wool				
Hides and leather	2	8	10	.000
Other products of animals				
Products of Mines—				
Anthracite coal	20	8,956	8,976	.062
Bituminous coal	2,816	280,616	283,432	1.723
Coke				
Ores	13,634,772		13,634,772	92.487
Stone, sand, and other like articles	24,174	1,423	25,597	.173
Other products of mines				
Products of Forests—				
Lumber	29,473	184,725	164,198	1.111
Other products of forests	373,788	108,202	481,990	3.266
Manufactures—				
Petroleum and other oils	230	2,736	2,966	.020
Sugar	329	98	427	.001
Naval stores				
Iron, pig and bloom				
Iron and steel rails	2,404	19,798	22,202	.150
Other castings and machinery	9,672	13,255	22,927	.156
Bar and sheet metal	2,918	2,833	5,751	.041
Cement, brick and lime	6,902	8,776	15,678	.106
Agricultural implements				
Wagons, carriages, tools, etc.	273	172	445	.001
Wines, liquors and beers	6,393	3,857	10,250	.069
Household goods and furniture	781	540	1,321	.009
Other manufactures	360	4,681	5,041	.034
Merchandise	5,620	3,426	9,046	.061
Miscellaneous: Other commodities not men- tioned above	19,125	4,786	23,911	.175
Total tonnage—Minnesota	14,135,789	606,348	14,742,137	100.000
Total tonnage—Entire line	14,135,789	606,348	14,742,137	100.000

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line Operated under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	48.62	195.95	.....	.....	58.76	.....	244.57
Miles of second track.....	36.36	39.62	.....	.....	75.98	.....	75.98
Miles of yard track and sidings.....	11.61	147.94	.....	.....	159.55	.....	159.55
Total mileage operated (all tracks)....	96.59	383.51	.....	1.90	482.00	124.81	480.10

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	48.62	195.95	.....	1.90	246.47	58.76	244.57
Total mileage operated (single track)...	48.62	195.95	.....	1.90	246.47	58.76	244.57

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	48.62	195.95	244.57	58.76	.....	244.57
Total mileage owned (single track)	48.62	195.95	244.57	58.76	.....	244.57

(Page 7L.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

DULUTH, SOUTH SHORE & ATLANTIC RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth, South Shore & Atlantic Railway Company.

2. Date of organization? Dec. 22, 1886.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the general railway laws of the states of Michigan and Wisconsin.

4. If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same.

(a) Sault Ste. Marie & Marquette Railroad Company.

(b) Mackinac & Marquette Railroad Company.

(c) Wisconsin, Sault Ste. Marie & Mackinac Railway Company.

(d) Duluth, Superior & Michigan Railway Company.

The three companies first named (a, b, and c) organized and existing under an act of the legislature of the State of Michigan.

The last named (d) company is a corporation organized and existing under the laws of the State of Wisconsin.

5. Date and authority for each consolidation? Dec. 22, 1886, by agreement of the above named companies under the general railway laws of the states of Michigan and Wisconsin.

6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. No reorganization.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Sir Wm. C. VanHorne.....	Montreal, Quebec.....	September 19, 1907
Walter R. Baker.....	Montreal, Quebec.....	September 19, 1907
Chas. Drinkwater.....	Montreal, Quebec.....	September 19, 1907
Wm. F. Fitch.....	Marquette, Michigan.....	September 19, 1907
Geo. H. Church.....	New York City, New York.....	September 19, 1907
Richard B. Angus.....	Montreal, Quebec.....	September 19, 1907
John W. Sterling.....	New York City, New York.....	September 19, 1907
R. Y. Hebden.....	New York City, New York.....	September 19, 1907
Thos. Pearsall.....	Black Rock, Connecticut.....	September 19, 1907
James O. Bloss.....	New York City, New York.....	September 19, 1907
E. V. Skinner.....	New York City, New York.....	September 19, 1907

Total number of stockholders at date of last election? 608.

Date of last meeting of stockholders for election of directors? Sept. 20, 1906.

Give postoffice address of general office? Marquette, Mich.

Give postoffice address of operating office? Marquette, Mich.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, A. E. Delf; title, auditor; address, Marquette, Mich.

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President and general manager.....	Wm. F. Fitch.....	Marquette, Michigan
First vice-president.....	Walter R. Baker.....	Montreal, Quebec
Second vice-president and Asst. Treas.....	Geo. H. Church.....	New York City, N. Y.
Secretary	Jas. Clarke.....	New York City, N. Y.
Treasurer	E. W. Allen.....	Marquette, Michigan
General Attorney.....	A. B. Eldredge.....	Marquette, Michigan
Attorney	A. E. Miller.....	Marquette, Michigan
Auditor	A. E. Delf.....	Marquette, Michigan
Acting chief engineer.....	V. D. Simar.....	Marquette, Michigan
General superintendent.....	C. E. Lytle.....	Marquette, Michigan
Assistant superintendent.....	A. M. Sutherland.....	Thomaston, Michigan
Assistant superintendent.....	H. P. Stafford.....	Marquette, Michigan
General freight agent.....	W. W. Walker.....	Duluth, Minnesota
Assistant general freight agent.....	Jas. Robertson.....	Hancock, Michigan
General passenger agent.....	Mart Adson.....	Duluth, Minnesota
Assistant general passenger agent.....	Jas. Money.....	Duluth, Minnesota
Land commissioner.....	E. W. MacPherran.....	Marquette, Michigan

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," Page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Northern Pacific Railway.....	Center St. Louis River.....	D. U. D. & T. Co. Junction...	2.50	
Duluth Union Depot & Transfer Co.....	At Duluth, Minnesota.....	.....	.20	
Total .....	.....	.....		2.70
				2.70

REPORT RAILROAD AND WAREHOUSE COMMISSION

PROPERTY OPERATED.

[For Roads Making Operating Reports.]

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Duluth, South Shore & Atlantic, main line.....	Sault Ste. Marie, Mich.....	Superior, Wis.....	408.00	
	Soo Junction, Mich.....	St. Ignace, Mich.....	42.97	
	Marquette, Mich.....	Winthrop Junction, Mich.....	17.33	
	Nestoria, Mich.....	Houghton, Mich.....	48.24	
1. B. Duluth, South Shore & Atlantic, Branches—				517.44
Negaunee and Palmer branch.....	Negaunee, Mich.....	End of track.....	2.26	
Republic branch.....	Humboldt, Mich.....	Republic, Mich.....	8.70	
Bessemer branch.....	Bessemer Junction, Mich.....	Bessemer, Mich.....	2.23	
Spurs for traffic purposes.....	Main and branch lines.....	Mines, mills, etc.....	50.41	
5. Sainte Marie Union Depot Co.....	D., S. S. & A. main line.....	Union Depot, S. S. Marie.....	.56	63.60
Dead River Railroad.....	D., S. S. & A. main line.....	S. A. L. Co. mill, Marquette.....	2.98	
Chicago, St. Paul, Minneapolis & Omaha Railway.....	C., St. P., M. & O. Junction.....	Superior, Wis.....	1.35	
Lake Superior Terminal & Transfer Co.....	At Superior, Wis.....	.....	.72	
Northern Pacific Railway.....	Superior, Wis.....	Duluth, Minn.....	8.83	
Duluth Union Depot & Transfer Co.....	At Duluth, Minn.....	.....	.20	9.64*
Total .....	.....	.....	.....	590.68

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

The Canadian Pacific Railway Company owns a majority of the capital stock of this company. Cannot give date such control took effect.

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	120,000
Par value of shares.....	\$100.00
Total par value authorized.....	12,000,000.00
Total amount issued and outstanding.....	12,000,000.00

Preferred—

Number of shares authorized.....	100,000
Par value of shares.....	\$100.00
Total par value authorized.....	10,000,000.00
Total amount issued and outstanding.....	10,000,000.00

Totals—

Number of shares authorized.....	220,000
Total par value authorized.....	\$22,000,000.00
Total amount issued and outstanding.....	22,000,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—

Common—

Total number shares issued and outstanding.....	120,000
Total cash realized.....	\$12,000,000.00

Preferred—

Total number shares issued and outstanding.....	100,000
Total cash realized.....	\$10,000,000.00

Totals—

Total number shares issued and outstanding.....	220,000
Total cash realized.....	\$22,000,000.00

Remarks: Total issue of stock and issue of first mortgage bonds delivered to Duluth, South Shore & Atlantic Syndicate for 333 1-3 miles of completed road.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage.....	4-15 1887	1-1 1937	\$4,000,000.00	\$4,000,000.00	\$3,818,000.00	*	5	Jan. & July	\$190,800.00	\$190,800.00
First consolidated.....	7-17 1890	8-1 1990	20,000,000.00	15,107,000.00	15,107,000.00	\$12,552,000.00	4	Feb. & Aug.	604,280.00	604,280.00
M. H. & O. 6 per cent mortgage bonds	4-1 1885	4-1 1925	1,400,000.00	1,400,000.00	1,077,000.00	†	6	Apr. & Oct.	64,620.00	64,620.00
Income certificates.....	12-31 1892	12-31 1912	3,000,000.00	3,000,000.00	3,000,000.00	†	4	December 31	.....	.....
Total:										
Mortgage bonds.....			\$25,400,000.00	\$29,507,000.00	\$20,000,000.00				\$859,700.00	\$859,700.00
Income bonds.....			3,000,000.00	3,000,000.00	3,000,000.00				.....	.....
Grand total.....			\$28,400,000.00	\$32,507,000.00	\$23,000,000.00				\$859,700.00	\$859,700.00

*See note 1.

†No record.

‡Accepted at par by holders of an equal amount of unfunded debt.

Note 1.—The \$4,000,000.00 first mortgage bonds were issued in part payment of 333 1-3 miles of completed road, as explained on page 17.

Note 2.—Of the \$20,000,000.00 first consols authorized there are reserved \$4,893,000.00 to take up the following issues:

Duluth, South Shore & Atlantic first mortgage 5 per cent bonds	\$2,816,000.00
M. H. & O. 6 per cent bonds of 1925.....	1,077,000.00
	<u>\$4,893,000.00</u>

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.

See Tables XIV and XIV A.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Western Express Company. For the privilege of operating on this line they pay us 45 per cent of their gross earnings, with a minimum amount of \$3,300 per month. Copy of contract No. 425 herewith.

2. The compensation for carrying United States mail is at various rates, according to the route, the various rates being as follows: \$68.40, \$122.44, \$153.05, \$65.84, \$91.49 and \$13.68 per mile per annum.

5. Duluth Union Depot & Transfer Company. (Copy of contract No. 218 herewith.) Northern Pacific Railway. (Copies of contracts Nos. 275, 283 and 424 herewith.)

7. Western Union Telegraph Company. (Copy of contract No. 271 herewith.)

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 87.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line Operated under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	517.44	63.60	9.64	590.68	.....	5.82	575.22
Miles of second track.....	2.50	.....	.....	2.50	.....	.....	2.50
Miles of yard tracking and sidings.....	131.40	13.81	1.83	147.04	1.18	41.15	104.90
Total mileage operated (all tracks)....	651.34	77.41	11.47	740.22	1.18	46.97	681.78

B. Mileage of Line Operated by States and Territories (Single Track).

Michigan	410.91	59.76	.....	.....	.....	.....	.....	.....	.....
Wisconsin	106.53	3.84	.....	.....	.....	.....	.....	.....	.....
Minnesota .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (single track)...	517.44	63.60	.....	.....	.....	.....	.....	.....	.....

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Michigan	410.91	59.76	470.67	.....	.....	.....
Wisconsin	106.53	3.84	110.37	.....	.....	.....
Total mileage owned (single track).....	517.44	63.60	581.04	.....	.....	.....

Michigan .....	.....	.....	.....	.....	.....	.....
Wisconsin .....	.....	.....	.....	.....	.....	.....
Total mileage owned (single track).....	.....	.....	.....	.....	.....	.....

REPORT RAILROAD AND WAREHOUSE COMMISSION

(Page 67E.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock				Line Operated under Trackage Rights ^a	Total Mileage Operated	New Line Constructed During Year		Rails	
	Main Line	Branche, and Spurs							Iron	Steel
Miles of single track.....	2.70	2.70	.....	.....	.....	.....
Total mileage operated (all tracks)....	2.70	2.70	.....	.....	.....	.....

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota .....	.....	.....	.....	.....	2.70	2.70	.....	.....	.....	.....
Total mileage operated (single track) ..	.....	.....	.....	.....	2.70	2.70	.....	.....	.....	.....

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.
See Table XVII.

DULUTH TERMINAL RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth Terminal Railway Company.
2. Date of organization? Aug. 31, 1887.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Laws of the State of Minnesota, Chapter 34, General Statutes 1878.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Louis W. Hill.....	St. Paul, Minnesota.....	} When successor is elected
R. I. Farrington.....	St. Paul, Minnesota.....	
E. Sawyer.....	St. Paul, Minnesota.....	
W. R. Begg.....	St. Paul, Minnesota.....	
F. E. Ward.....	St. Paul, Minnesota.....	
Total number of stockholders at date of last election? 6.		
Date of last meeting of stockholders for election of directors? Oct. 11, 1906.		
Give postoffice address of general office? St. Paul, Minn.		
Give postoffice address of operating office? St. Paul, Minn.		
Give name and address of officer to whom correspondence regarding this report should be addressed? Name, J. G. Drew; title, comptroller; address, St. Paul, Minn.		

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President	Louis W. Hill.....	St. Paul, Minnesota
Vice-president	R. I. Farrington.....	St. Paul, Minnesota
Secretary and treasurer.....	E. Sawyer.....	St. Paul, Minnesota
Comptroller	J. G. Drew.....	St. Paul, Minnesota
Chief engineer.....	A. H. Hogeland.....	St. Paul, Minnesota
Superintendent	H. Taylor.....	Superior, Wisconsin

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," Page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
Duluth Terminal Railway Co.	In Duluth, Minn.		1.82
Total			1.82

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

Stock and bonds of this company owned by Eastern Railway of Minnesota.

(Page 17.)

CAPITAL STOCK.

Number of shares authorized.....	500
Par value of shares.....	\$100.00
Total par value authorized.....	50,000.00
Total amount issued and outstanding.....	50,000.00
Dividends Declared During Year—	
Rate	6 per cent
Amount	\$3,000.00
Totals—	
Number of shares authorized.....	500
Total par value authorized.....	\$50,000.00
Total amount issued and outstanding.....	50,000.00
Dividends declared during year.....	3,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Construction—

Total number shares issued and outstanding.....	500
Total cash realized.....	\$50,000.00
Totals—	
Total number shares issued and outstanding.....	500
Total cash realized.....	\$50,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage bonds,	5-1 1889	5-1 1909	\$175,000.00	\$175,000.00	\$175,000.00	\$175,000.00	6	May & Nov.	\$10,500.00	\$10,500.00
Total: Mortgage bonds, .....	.....	.....	\$175,000.00	\$175,000.00	\$175,000.00	\$175,000.00	6	.....	\$10,500.00	\$10,500.00
Grand total, .....	.....	.....	\$175,000.00	\$175,000.00	\$175,000.00	\$175,000.00	6	.....	\$10,500.00	\$10,500.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED--BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 07.)

MILEAGE (All in Minnesota).

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock			Line Operated under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs					Iron	Steel
Miles of single track.....	1.82	.....	.....	.....	1.82	.....	.....	.....
Miles of yard tracking and sidings.....	3.84	.....	.....	.....	3.84	.....	3.84	.....
Total mileage operated (all tracks).....	5.66	.....	.....	.....	5.66	.....	3.84	1.82

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	1.82	.....	.....	.....	1.82	.....	.....	.....
Total mileage operated (single track)...	1.82	.....	.....	.....	1.82	.....	.....	.....

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	1.82	.....	1.82	.....	.....	1.82
Total mileage owned (single track).....	1.82	.....	1.82	.....	.....	1.82

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

MINNESOTA LAND AND CONSTRUCTION COMPANY

Operating Pending Construction.

THE DULUTH, RAINY LAKE & WINNIPEG RAILROAD

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
William O'Brien.....	Duluth, Minnesota	} First Wednesday in February, 1908
Granville D. Jones.....	Wausau, Wisconsin	
David O. Anderson.....	Duluth, Minnesota	
James F. Walsh.....	Duluth, Minnesota	
V. J. Mullery.....	Duluth, Minnesota	

Total number of stockholders at date of last election? Five.

Date of last meeting of stockholders for election of directors? Feb. 7, 1907.

Give postoffice address of general office? 408 Lyceum Building, Duluth, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, David O. Anderson; title, treasurer; address, 408 Lyceum Building, Duluth, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President	William O'Brien.....	Duluth, Minnesota
First vice-president.....	Granville D. Jones.....	Wausau, Wisconsin
Secretary	James F. Walsh.....	Duluth, Minnesota
Treasurer	David O. Anderson.....	Duluth, Minnesota
General solicitor.....	J. L. Washburn.....	Duluth, Minnesota
Auditor	Julius Sobotta.....	Duluth, Minnesota
Superintendent	M. A. Murphy.....	Virginia, Minnesota

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," Page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Class of Road Named
	From	To	
1. Duluth, Rainy Lake & Winnipeg Railway.....	Rainy Junction.....	Pelican	43.50
Total .....	.....	.....	43.50

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	1,000
Par value of shares.....	\$100.00
Total par value authorized.....	100,000.00
Total amount issued and outstanding.....	100,000.00

Totals—

Number of shares authorized.....	1,000
Par value of shares.....	\$100.00
Total par value authorized.....	100,000.00
Total amount issued and outstanding.....	100,000.00

EXPLANATORY REMARKS.

The Duluth, Rainy Lake & Winnipeg Railway Company has an authorized capital stock of \$2,000,000 and an authorized bonded indebtedness of \$2,000,000 issuable under contract for construction and equipment with the Minnesota Land & Construction Company.

The contract with the Minnesota Land & Construction Company is for constructing and operating the road during construction. When the road is completed it will be turned over to the Duluth, Rainy Lake & Winnipeg Railway Company, who will pay said construction company in stock and bonds as above.

The capital stock shown in this report is the capital stock of the Minnesota Land & Construction Company.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.

See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.

See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.

See Table V.

(Page 31.)

INCOME ACCOUNT.

See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.

See Table XI.

(Page 41.)

RENTALS RECEIVED.

See Table XII.

(Page 50.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

Extension put in operation from Ashawa to Pelican.	
Miles from Rainy Junction to Ashawa.....	27.70
Miles from Rainy Junction to Pelican.....	43.50
	<hr/> 15.90

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

COMMODITY	Freight Orig- inating on this Road	Freight re- ceived from connecting roads and other cars	TOTAL FREIGHT TONNAGE	
	Whole Tons	Whole Tons	Whole Tons	Per cent
Products of Agriculture—				
Grain	369	858	1,227	.20
Flour	90	213	303	.05
Other mill products.....	107	375	482	.08
Hay	571	531	1,102	.18
Tobacco	2	9	11	.....
Cotton .....	.....	.....	.....	.....
Fruit and vegetables.....	211	406	617	.10
Other products of agriculture.....	.....	.....	.....	.....
Products of Animals—				
Live stock	200	27	227	.04
Dressed meats	160	401	561	.09
Other packing house products.....	80	101	181	.03
Poultry, game and fish.....	9	5	14	.....
Wool .....	.....	.....	.....	.....
Hides and leather.....	2	1	3	.....
Other products of animals.....	.....	.....	.....	.....
Products of Mines—				
Anthracite coal .....	.....	21	21	.....
Bituminous coal	4,098	1,417	5,515	.91
Coke .....	.....	.....	.....	.....
Ores .....	.....	.....	.....	.....
Stone, sand, and other like articles.....	3,500	.....	3,500	.57
Other products of mines.....	.....	.....	.....	.....
Products of Forests—				
Lumber	65,504	34	65,538	10.76
Wood, ties, mining timber and pulp wood..	21,302	115	21,417	3.52
Other products of forests, logs and piling...	499,793	.....	499,793	82.05
Manufactures—				
Petroleum and other oils.....	101	41	142	.02
Sugar	63	79	142	.02
Naval stores .....	.....	.....	.....	.....
Iron, pig and bloom.....	.....	.....	.....	.....
Iron and steel rails.....	.....	1,868	1,868	.31
Other castings and machinery.....	389	198	587	.10
Bar and sheet metal.....	2,933	84	3,017	.50
Cement, brick and lime.....	31	12	43	.01
Agricultural implements	9	5	14	.....
Wagons, carriages, tools, etc.....	177	15	192	.03
Wines, liquors and beers.....	172	29	201	.03
Household goods and furniture.....	360	81	441	.07
Other manufactures .....	.....	.....	.....	.....
Merchandise	302	864	1,166	.19
Miscellaneous: Other commodities not men- tioned above	756	75	831	.14
Total tonnage—Minnesota	601,291	7,865	609,156	100.00
Total tonnage—Entire line.....	.....	.....	.....	.....

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE	Lines Represented by Capital Stock				Total Mileage Operated	New Line Constructed during year	Rails	
	Main Line	Branches and Spurs					Iron	Steel
Miles of single track.....	43.50	.....	.....	.....	43.50	15.80	.....	61.80
Temporary track for logging purposes.....	.....	$\left\{ \begin{array}{l} 10.89 \\ 7.41 \end{array} \right.$	.....	.....	18.30	.....	.....	.....
Total mileage operated (all tracks).....	43.50	18.30	.....	.....	61.80	15.80	.....	61.80

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	43.50	18.30	.....	.....	61.80	15.80	.....	61.80
Total mileage operated (single track)...	43.50	18.30	.....	.....	61.80	15.80	.....	61.80

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Lines Represented by Capital Stock		Total Mileage Owned	Rails	
	Main Line	Branches and Spurs		Iron	Steel
Minnesota	43.50	18.30	61.80	15.80	61.80
Total mileage owned (single track).....	43.50	18.30	61.80	15.80	61.80

(Page 671)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

(See page 67.)

B. Mileage of Line Operated by States and Territories (Single Track).

(See page 67.)

C. Mileage of Line Owned by States and Territories (Single Track).

(See page 67.)

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

EASTERN RAILWAY COMPANY OF MINNESOTA.

(Page 3.)

HISTORY.

The Eastern Railway Company of Minnesota was organized under the charter of the Minneapolis & St. Cloud Railroad Company, organized March 15, 1856, according to the following statutes of the Territory and the State of Minnesota:

"An Act of the Legislative Assembly of the Territory of Minnesota entitled An Act to Incorporate the Minneapolis & St. Cloud Railroad Company," approved March 1, 1856; another act approved by the Legislature of the State of Minnesota, February 23, 1864, entitled "An Act to amend An Act, Entitled An Act to Incorporate the Minneapolis & St. Cloud Railroad Company," passed March 1, 1856; another act of said Legislature, approved February 11, 1865, entitled "An Act Granting Swamp Lands to Aid the Minneapolis & St. Cloud Railroad Company in Building Branches to Connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or Any Other Railroad in Southern Minnesota;" another act of said Legislature, approved February 27, 1865, entitled "An Act to Amend An Act Entitled An Act to Incorporate the Minneapolis & St. Cloud Railroad Company, Approved March 1, 1856," and to repeal certain portions of an act amending the charter of said company, passed February 23, 1864; another act of said Legislature, approved March 5, 1869, entitled "An Act to Amend An Act Entitled An Act Granting Swamp Lands to Aid the Minneapolis & St. Cloud Railroad Company in Building Branches to Connect With the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or Any Other Railroad in Southern Minnesota;" another act of said Legislature, approved March 6, 1869, entitled "An Act to Amend the Charter of the Minneapolis & St. Cloud Railroad Company;" another act of said Legislature, approved March 2, 1870, entitled "An Act to Amend the Charter of the Minneapolis & St. Cloud Railroad Company;" another act of said Legislature, approved March 11, 1879, entitled "An Act to Extend the Time for the Construction and Completion of a Branch of the Minneapolis & St. Cloud Railroad;" another act of said Legislature, approved March 7, 1881, entitled "An Act to Amend the Chapter 56 of the Special Laws of A. D. 1869, Page 249, Entitled An Act to Amend An Act Entitled An Act Granting Swamp Lands to Aid the Minneapolis & St. Cloud Railroad Company in Building Branch Lines to Connect With the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or Any Other Railroad in Southern Minnesota;" another act of said Legislature, approved March 10, 1865, entitled "An Act to Amend An Act Entitled An Act Granting Swamp Lands to Aid the Minneapolis & St. Cloud Railroad Company in Building Branches to Connect With the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or Any Other Railroad in Southern Minnesota, Approved February 11, in the Year of Our Lord One Thousand Eight Hundred and Sixty-five, as Amended."

1. Name of common carrier making this report? Eastern Railway Company of Minnesota.

2. Date of organization? August 13, 1887.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Territory of Minnesota and States of Minnesota and Wisconsin.

4. If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same. Eastern Railway of Minnesota and Lake Superior & Southwestern Railway Company.

Under the provisions of the above charter and amendments, and pursuant, moreover, to the General Laws of Minnesota and Wisconsin, it was on January 10, 1888, consolidated with the Lake Superior & Southwestern Railway Company, a corporation organized and existing under the Laws of the State of Wisconsin.

5. Date and authority for each consolidation? January 10, 1888, statutes above recited, resolutions of the Boards of Directors of the respective companies.

7. What carrier operates the road of this company? Great Northern Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Louis W. Hill.....	St. Paul, Minnesota.....	} When successors are elected.
R. I. Farrington.....	St. Paul, Minnesota.....	
E. Sawyer.....	St. Paul, Minnesota.....	
W. R. Begg.....	St. Paul, Minnesota.....	
D. M. Philbin.....	St. Paul, Minnesota.....	

Total number of stockholders at date of last election? Six.

Date of last meeting of stockholders for election of directors? November 19, 1906.

Give postoffice address of general office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, John G. Drew; title, comptroller; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office.
President	Louis W. Hill.....	St. Paul, Minnesota
Vice-president	R. I. Farrington.....	St. Paul, Minnesota
Secretary and treasurer.....	Edward Sawyer.....	St. Paul, Minnesota
General solicitor.....	W. R. Begg.....	St. Paul, Minnesota
Comptroller	John G. Drew.....	St. Paul, Minnesota
Assistant comptroller.....	Geo. R. Martin.....	St. Paul, Minnesota
Chief engineer.....	A. H. Hogeland.....	St. Paul, Minnesota

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[For Roads Not Making Operating Reports.]

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THE INCOME ACCOUNT—PAGE 38.

NAME.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From	To			
Eastern Railway of Minnesota.....	Coon Creek Junction, Minn.	Superior, Wis.	Great Northern Railway....	Lease.....	134.11
	In Duluth, Minn.		Great Northern Railway....	Lease.....	.38
	Kettle River branch.....		Great Northern Railway....	Lease.....	2.61
	Nemadji Junction, Wis.	Fosston, Minn., including cut-off	Great Northern Railway....	Lease.....	212.19
	Mississippi River, Minn.	Swan River.....	Great Northern Railway....	Lease.....	6.24
	Swan River.....	Chisholm.....	Great Northern Railway....	Lease.....	32.18
	Chisholm.....	Dewey Lake.....	Great Northern Railway....	Lease.....	10.00
	Chisholm.....	Virginia.....	Great Northern Railway....	Lease.....	10.06
	Brookston.....	Ellis.....	Great Northern Railway....	Lease.....	46.49
	Brookston mine spur.....	Stephenson.....	Great Northern Railway....	Lease.....	4.77
	Croton mine spur.....	Stephenson.....	Great Northern Railway....	Lease.....	1.35
	Kinney-Hawkins mine spur.....	Lease.....	Great Northern Railway....	Lease.....	10.16
	Jordan mine spur.....	Lease.....	Great Northern Railway....	Lease.....	1.18
	Kinney mine spur.....	Lease.....	Great Northern Railway....	Lease.....	1.41
	Crosby mine spur.....	Lease.....	Great Northern Railway....	Lease.....	1.56
	Forest mine spur.....	Lease.....	Great Northern Railway....	Lease.....	2.49
	Concolore mine spur.....	Lease.....	Great Northern Railway....	Lease.....	1.69
	Maehoning mine spur.....	Lease.....	Great Northern Railway....	Lease.....	2.00
	Wabbe-Lara mine spur.....	Lease.....	Great Northern Railway....	Lease.....	1.41
	Williams-Albany mine spur.....	Lease.....	Great Northern Railway....	Lease.....	2.45
	Melrose mine spur.....	Lease.....	Great Northern Railway....	Lease.....	1.76
	Kelly Lake.....	Lease.....	Great Northern Railway....	Lease.....	9.69
	Connection with D. S. & W. Per. Co. tracks at Saunders	Exmore.....	Great Northern Railway....	Lease.....	
Total mileage.....			Great Northern Railway....	Lease.....	.05
					503.13

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

The mileage owned by this company was leased to the Great Northern Railway Company on May 1, 1902, for a period of ninety-nine years, subject to the following payments:

A. All interest as same shall fall due upon bonds or other obligations now outstanding, or upon bonds or other obligations that may hereafter be issued by this company.

B. Quarterly on the first days of February, May, August and November of each year, the sum equal to one and one-half per centum upon the par value of the capital stock of this company outstanding.

C. All taxes and assessments upon the property, gross earnings and income of this company, or for which this company or its property may be liable, levied, assessed or falling due during the term of this lease.

(Page 17.)

CAPITAL STOCK.

Number of shares authorized.....	160,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$16,000,000.00
Total amount issued and outstanding.....	\$16,000,000.00
Dividends declared during year--	
Rate	6 per cent
Amount	\$960,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash--	
Total number shares issued and outstanding.....	160,005
Total cash realized.....	\$11,900,500.00
Issued for Acquisition of Lake Superior & Southwestern Railway--	
Total number shares issued and outstanding.....	49,995
Total cash realized.....	4,999,500.00
Totals--	
Total number shares issued and outstanding.....	160,000
Total cash realized.....	\$16,000,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate	When Payable	Amount Accrued During Year	Amount Paid During Year
First Mortgage Bonds:										
First Division	4-1	4-1	\$5,000,000.00	\$4,700,000.00	\$4,700,000.00	\$4,456,412.50	5	April & Oct.	\$235,000.00	\$234,650.00
Northern Division	4-1	4-1	15,000,000.00	5,000,000.00	5,000,000.00	4,950,000.00	4	April & Oct.	200,000.00	200,100.00
Total:										
Mortgage bonds .....	.....	.....	\$20,000,000.00	\$9,700,000.00	\$9,700,000.00	\$9,406,412.50	.....	.....	\$435,000.00	\$434,750.00
Grand total .....	.....	.....	\$20,000,000.00	\$9,700,000.00	\$9,700,000.00	\$9,406,412.50	.....	.....	\$435,000.00	\$434,750.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Stephenson's mine spur extended 1.67 miles.

(Page 67.)

MILEAGE.

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	Rails	
	Main Line	Branches and Spurs		Iron	Steel
Minnesota	470.72	.....	470.72	.....	470.72
Wisconsin	32.41	.....	32.41	.....	32.41
Total mileage owned (single track).....	503.13	.....	503.13	.....	503.13

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

C. Mileage of Line Owned by States and Territories (Single Track).

State or Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	470.72	.....	470.72	.....	.....	470.72
Total mileage owned (single track).....	.....	.....	.....	.....	.....	.....

REPORT RAILROAD AND WAREHOUSE COMMISSION

430

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.
See Table XVII.

GREAT NORTHERN RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Great Northern Railway Company.
2. Date of organization? March 1, 1856.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota: Acts of March 1, 1856; February 23, 1857; February 28, 1865; March 5, 1869; March 6, 1869; March 2, 1870; March 11, 1879; March 7, 1881; March 10, 1885.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Henry W. Cannon.....	New York City, New York....	October, 1907
William B. Dean.....	St. Paul, Minnesota.....	October, 1907
Samuel Thorne.....	New York City, New York....	October, 1907
James J. Hill.....	St. Paul, Minnesota.....	October, 1908
Frederick Weyerhaeuser.....	St. Paul, Minnesota.....	October, 1908
Louis W. Hill.....	St. Paul, Minnesota.....	October, 1908
R. I. Farrington.....	St. Paul, Minnesota.....	October, 1909
E. Sawyer.....	St. Paul, Minnesota.....	October, 1909
W. R. Begg.....	St. Paul, Minnesota.....	October, 1909

Total number of stockholders at date of last election? 2,730.

Date of last meeting of stockholders for election of directors? October 11, 1906.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, John G. Drew; title, comptroller; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office.
Chairman of the board.....	James J. Hill.....	St. Paul, Minnesota
President	Louis W. Hill.....	St. Paul, Minnesota
Second vice-president.....	R. I. Farrington.....	St. Paul, Minnesota
Third vice-president.....	E. T. Nichols.....	New York City, N. Y.
Secretary and assistant treasurer.....	E. T. Nichols.....	New York City, N. Y.
Treasurer and assistant secretary.....	E. Sawyer.....	St. Paul, Minnesota
Assistant secretary and assistant Treas.N.	Terhune.....	New York City, N. Y.
Assistant secretary.....	F. W. Bobbett.....	St. Paul, Minnesota
General solicitor.....	W. R. Begg.....	St. Paul, Minnesota
Attorney or general counsel and as-	J. D. Armstrong.....	St. Paul, Minnesota
stant general solicitors.....	M. L. Countryman.....	St. Paul, Minnesota
Comptroller	John G. Drew.....	St. Paul, Minnesota
Assistant comptroller.....	Geo. R. Martin.....	St. Paul, Minnesota
Auditor	F. E. Draper.....	St. Paul, Minnesota
General manager.....	Frank E. Ward.....	St. Paul, Minnesota
Assistant general manager.....	H. A. Kennedy.....	St. Paul, Minnesota
Chief engineer.....	A. H. Hogeland.....	St. Paul, Minnesota
General superintendent, transportation.W.	E. Watrous.....	St. Paul, Minnesota
General Superintendents—		
Eastern district.....	E. L. Brown.....	St. Paul, Minnesota
Lake district.....	D. M. Philbin.....	Superior, Wisconsin
Central district.....	R. W. Bryan.....	Minot, North Dakota
Western district.....	F. S. Forest.....	Spokane, Washington
Division Superintendents—		
Superior division.....	J. H. Taylor.....	Superior, Wisconsin
Missabe division.....	J. H. Taylor.....	Superior, Wisconsin
Terminals	P. L. Clarity.....	Minneapolis, Minnesota
St. Cloud and Fergus Falls division..	F. Bell.....	Melrose, Minnesota
Willmar division.....	L. W. Brown.....	Willmar, Minnesota
Breckenridge division.....	J. L. Forepaugh.....	Breckenridge, Minnesota
Northern division.....	T. F. Lowry.....	Crookston, Minnesota
Dakota division.....	M. Nicholson.....	Grand Forks, N. D.
Minot division.....	G. S. Stewart.....	Minot, North Dakota
Montana division.....	J. McNaught.....	Havre, Montana
Kalispell division.....	J. H. O'Neill.....	Whitefish, Montana
Spokane division.....	C. L. Mayne.....	Spokane, Washington
Cascade division.....	W. D. Scott.....	Everett, Washington
Superintendent of telegraph.....	E. J. Little.....	St. Paul, Minnesota
General traffic manager.....	W. W. Broughton.....	St. Paul, Minnesota
Assistant traffic manager.....	W. P. Kenney.....	St. Paul, Minnesota
Assistant general freight agent.....	A. Gray.....	Seattle, Washington
Assistant general freight agent.....	H. A. Jackson.....	Helena, Montana
Assistant general freight agent.....	A. G. Maguire.....	St. Paul, Minnesota
Assistant general freight agent.....	G. I. Sweeney.....	St. Paul, Minnesota
Assistant general freight agent.....	H. A. Kimball.....	St. Paul, Minnesota
General passenger agent.....	A. L. Craig.....	St. Paul, Minnesota
Assistant general passenger agent.....	S. J. Ellisson.....	St. Paul, Minnesota
Assistant general passenger agent.....	W. A. Ross.....	Seattle, Washington
General baggage agent.....	S. A. Smart.....	St. Paul, Minnesota
District freight and passenger agent..	A. Brostedt.....	Winnipeg, Manitoba
Land commissioner.....	Chas. Babcock.....	St. Paul, Minnesota
General industrial agent.....	M. J. Costello.....	St. Paul, Minnesota

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," Page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
3. St. Paul, Minneapolis & Manitoba Railway.....	St. Paul.....	Canadian line via Barnesville..	392.68	
	State Fair Grounds branch.....	Millaca.....	.84	
	Elk River.....	St. Cloud, including north Y.....	31.80	
	Osseo Junction.....	Hinckley.....	63.33	
	Willmar Junction.....	Sauk Rapids.....	122.08	
	East St. Cloud.....	.....	2.13	
	North St. Cloud branch.....	.....	2.53	
	Sauk Centre.....	Park Rapids.....	90.06	
	Evansville.....	Yarmouth.....	32.03	
	Fergus Falls.....	Pelican Rapids.....	21.65	
	Wylie.....	St. Hillaire.....	8.23	
	Red Lake Falls.....	Thief River Falls.....	19.40	
	Minneapolis Junction.....	North Dakota state line.....	205.79	
	Hutchinson Junction.....	Hopkins.....	3.44	
	Spring Park Junction.....	Hutchinson.....	43.91	
	Benson.....	South Dakota state line.....	45.92	
	Morris.....	Lake Traverse.....	48.60	
	Yarmouth.....	North Dakota state line.....	9.18	
	North Dakota state line.....	Moorhead.....	36.89	
	Moorhead Junction.....	Carmen.....	66.59	
	Barnesville Junction.....	North Dakota state line.....	92.70	
	Carmen.....	Fosston.....	46.08	
	Crookston.....	North Dakota state line.....	23.00	
			1,340.25	

REPORT RAILROAD AND WAREHOUSE COMMISSION

PROPERTY OPERATED -Cont nued

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Eastern Railway of Minnesota.....	Coon Creek Junction.....	Wisconsin state line.....	112.01	
	In Duluth.....		35	
	Kettle River branch.....		2.61	
	Wisconsin state line.....	Fosston, including cut-off.....	201.93	
	Swan River.....	Virginia.....	49.14	
	Brookston.....	Ellis.....	46.49	
	Kelly Lake.....	Exmore.....	9.69	
	Stephenson mine spur.....		4.77	
	Croston mine spur.....		1.35	
	Kinney-Hawkins mine spur.....		10.16	
	Jordan mine spur.....		1.18	
	Kinney mine spur.....		1.41	
	Crosby mine spur.....		1.56	
	Forest mine spur.....		2.49	
	Commodore mine spur.....		1.69	
	Mahoning mine spur.....		2.00	
	Webb-Laura mine spur.....		1.41	
	Williams-Albany mine spur.....		2.45	
	Monroe mine spur.....		1.76	
			454.48	
	Park Rapids.....	Cass Lake.....	40.04	
	Thief River Falls.....	Greenbush.....	41.09	1,884.86
5. Duluth Terminal Railway..... Minneapolis Union Railway..... Northern Pacific Railway.....	In Duluth.....		1.89	
	In Minneapolis.....		2.03	
	Tilden Junction.....	Red Lake Falls.....	10.57	
	Total.....			15.02
				1,899.88

PROPERTY OPERATED.

[For Roads Making Operating Reports.]

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
2. Seattle & Montana Railroad.....	In Seattle, through tunnel and depot track.....	.....	2.26
	Seattle, Wash.....	New Westminster, B. C.....	144.32
	Anacortes, Wash.....	Rockport, Wash.....	68.03
	Belleville, Wash.....	Samish Lake, Wash.....	11.38
3. St. Paul, Minneapolis & Manitoba Railway.....	St. Paul, Minn.....	Canadian line via Barnesville.....	392.68
	State Fair Grounds, St. Paul.....	St. Paul, Minn.....	.04
	Elk River, Minn.....	Milaca.....	31.80
	Osseo Junction.....	St. Cloud, including north Y.....	63.33
	Willmar Junction.....	Hinckley, Minn.....	122.08
	East St. Cloud, Minn.....	Sauk Rapids, Minn.....	2.13
	North St. Cloud branch.....	.....	2.33
	Sauk Centre, Minn.....	Park Rapids, Minn.....	90.90
	Evansville, Minn.....	Varnoudi, Minn.....	32.02
	Fergus Falls, Minn.....	Pelican Rapids.....	21.65
	Wylie, Minn.....	St. Hillare.....	8.23
	Red Lake Falls, Minn.....	Thief River Falls.....	19.40
	Minneapolis Junction.....	Larimore via Portland.....	340.45
	Hutchinson Junction.....	Hopkins, Minn.....	3.44
	Spring Park Junction.....	Hutchinson, Minn.....	43.91
	Benson, Minn.....	Watertown, S. D.....	91.62
	Morris, Minn.....	Lake Traverse.....	48.60
	Yarmouth, Minn.....	Ellendale, N. D.....	105.07
	Rutland, N. D.....	Aberdeen, S. D.....	64.00
	Walpeton, N. D.....	Moorhead, Minn.....	42.91
	Moorhead Junction.....	Carmen, Minn.....	66.59
	Addison.....	West Line.....	11.78
	Casselton Junction, N. D.....	Portland via Mayville.....	47.03
	Ripon, N. D.....	Aneta, N. D.....	57.57
	Barnesville Junction, Minn.....	Grand Forks, N. D.....	99.47
	Grand Forks, N. D.....	Boundary line.....	81.36
	Halstad, Minn.....	Alton, N. D.....	8.50
	Grafton, N. D.....	Walhalla, N. D.....	47.84
			215.99

PROPERTY OPERATED—Continued

(Page 0.)

NAME	TERMINALS		Miles of Line for Each Class of Roads Named	Miles of Line for Each Class of Roads Named
	From	To		
Park Rapids & Leech Lake Railway Dakota & Great Northern Railway	Carman, Minn.	Fosston, Minn.	46.09	
	Crookston, Minn.	South side Sun River, Mont.	786.27	
	Park River, N. D.	Hannah, N. D.	94.94	
	Rugby Junction, N. D.	Bottineau, N. D.	38.70	
	Churchs Ferry, N. D.	St. Johns, N. D.	55.31	
	Johnston Junction	Junction with S. Coulee branch.	8.10	
	West Side branch	Great Falls, Mont.	5.04	
	Pacific Junction, Mont.	Everett, Wash.	885.25	
	Columbia Falls, Minn.	Lake View, Mont.	62.94	
			3,875.23	
	Park Rapids, Minn.	Cass Lake, Minn.	49.04	
Minnesota & Great Northern Railway Duluth, Superior & Western Terminal Co. Eastern Railway of Minnesota	Bottineau, N. D.	Antler, N. D.	41.89	
	Lakota, N. D.	Sartre, N. D.	73.12	
	Granville, N. D.	Sherwood, N. D.	61.82	
	Towner, N. D.	Maxbass, N. D.	46.10	
	York, N. D.	Dunseith, N. D.	42.20	
	Ellendale, N. D.	Forbes, N. D.	13.36	
	St. Johns, N. D.	North, N. D.	3.77	
	Thief River Falls, Minn.	Gresham, Minn.	41.09	
	Saunders, Wis.	Crossing Co. St. P., M. & O. Ry.	5.28	
	Coon Creek Junction, Minn.	Superior, Wis.	134.11	
	In Duluth, Minn.		.38	
	Kettle River branch, Minn.		2.61	
	Nemadji Junction, Minn.	Fosston, Minn., including cut-off	212.19	
	Swan River, Minn.	Virginia, Minn.	49.14	
	Brookston, Minn.	Ellis, Minn.	46.49	
	Kelly Lake, Minn.	Exmore, Minn.	9.69	
	Stephenson mine spur		4.77	
	Croxton mine spur		1.35	
	Kinney-Hawkins mine spur		10.16	
	Jordan mine spur		1.18	
	Kinney mine spur		1.41	
	Crookston mine spur		1.41	
	Forest mine spur		2.49	
	Commodore mine spur		1.69	

4.	Montana & Great Northern Railway.....	Mahoning mine spur..... Webb-Laura mine spur..... Williams-Albany mine spur..... Monroe mine spur..... Connections with D. S. & W. Ter. Co. tracks at Saunders.....	..... ..... ..... ..... ..... .....	2.00 1.41 2.45 1.76......05	4,739.88
		Rexford, Mont..... Great Falls, Mont.....	..... .....	8.58 134.41	142.09
2.	Crows Nest Southern Railway..... Manitoba Midland Railway..... Brandon, Saskatchewan & Hudson Bay Railway.....	International boundary..... International boundary..... International boundary.....	..... ..... .....	53.20 77.01 69.45	190.60
5.	Duluth Terminal Railway..... Minneapolis Union Railway..... Northern Pacific Railway.....	In Duluth, Minn..... In Minneapolis, Minn..... Casselton, N. D..... Tilden Junction, Minn..... Lowell, Wash.....	..... ..... ..... ..... .....	1.82 2.63 19.06 10.57 2.75	30.83
Total mileage operated.....		.....	.....	.....	5,335.35

Name of All Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of Which
Affect the General Balance Sheet—Pages 49 and 51.

NAME.	Character of Business.	Title (Owned, Leased, Etc.)	State or Territory.
Elevator 1..... Elevators A and X..... Elevator G.....	See Note *..... See Note *..... See Note *.....	Owned..... Leased..... Leased.....	Minnesota. Wisconsin. Wisconsin.

*Handling grain in transit over lines operated by the company.
The elevators shown above are leased to and operated by outside parties.

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[For Roads Not Making Operating Reports.]

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED
IN THE INCOME ACCOUNT—PAGE 33.

NAME	TERMINALS		By What Company Operated,	Under What Kind of Con- tract Operated	Miles of Line
	From	To			
Eastern Railway of Minnesota.....	Swan River, Minn.....	Mississippi River, Minn.....	Swan River Logging Co.....	Lease	6.24
	Barclay Junction, Minn.....	Dewey Lake, Minn.....	Swan River Logging Co.....	Lease	10.00
Total mileage.....					16.24

Page 17)

CAPITAL STOCK.

Capital Stock—	
Number of shares authorized.....	2,100,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$210,000,000.00
Total amount issued and outstanding.....	\$149,577,300.00
Dividends declared during year—	
Rate	7 per cent
Amount	\$10,469,661.65
Stock Script—	
Total amount issued and outstanding.....	\$200.00
Totals—	
Number of shares authorized.....	2,100,000
Total par value authorized.....	\$210,000,000.00
Total amount issued and outstanding.....	\$149,577,500.00
Dividends declared during year.....	\$10,469,661.65
MANNER OF PAYMENT FOR CAPITAL STOCK.	
Issued for Cash—	
Number of shares issued during year.....	200
Cash realized on amount issued during year.....	\$20,000.00
Total number shares issued and outstanding.....	1,049,998
Total cash realized.....	*\$104,999,800.00
In Exchange for 90 Shares St. P., M. & M. Ry. Capital Stock—	
Number of shares issued during year.....	112½
Total number shares issued and outstanding.....	245,775
Issued for One-half Cash and One-half Properties and Securities Transferred to this Company by the St. P., M. & M. Ry. Co., as Explained in Reports of Former Years—	
Total number shares issued and outstanding.....	200,000
Total cash realized.....	\$10,000,000.00
Totals—	
Number of shares issued during year.....	312½
Cash realized on amount issued during year.....	20,000.00
Total number shares issued and outstanding.....	1,495,773
Total cash realized.....	\$114,999,800.00

*Includes \$200.00 stock scrip outstanding for 196,640 shares of St. P., M. & M. Ry. stock.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Balance of Amount Issued	Amount Outstanding in hands of the Public	Cash Realized on Amount Sold	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
Northern Pacific, Great Northern, joint C., B. & Q. collateral trust bonds	7-1 1901	7-1 1921	\$222,400,000.00	\$215,226,000.00	\$107,613,000.00	.			On coupon bonds: July 1, January 1.	
Total:									On registered bonds: July 1, October 1, January 1, April 1.	
Miscellaneous obligations	1901	1921	\$222,400,000.00	\$215,226,000.00	\$107,613,000.00				Interest paid by C., B. & Q. R. R.	
Grand total	1901	1921	\$222,400,000.00	\$215,226,000.00	\$107,613,000.00				None chargeable to income of this company.	

*G. N. Ry. half interest issued in exchange for C., B. & Q. R. R. stock.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. St. Paul, Minneapolis & Manitoba Railway—	
Browns Valley to Lake Traverse.....	1.92 miles
Eastern Railway of Minnesota—	
Stephenson's mine spur extended.....	1.67 miles
2. St. Paul, Minneapolis & Manitoba Railway—	
Wylie to Ives, removed.....	5.80 miles
6. Capital stock issued under resolution of board of directors, held September 23, 1905.....	\$200.00
For cash	20,000.00
In exchange for 90 shares of St. Paul, Minneapolis & Manitoba stock	11,250.00
7. Northern Pacific-Great Northern joint Chicago, Burlington & Quincy collateral trust bonds issued.....	800.00
This company's proportion.....	400.00
8. Resolution of board of directors authorizing the issue of \$60,000,000 capital stock to provide funds to pay for additional equipment, additional terminals and facilities to existing lines, including second track mileage and for reduction of grades and improvement of lines. Also for acquiring the stocks or bonds or both of sundry railway companies, as the board of directors may deem necessary.	
Subscription to this new stock June 30.....	\$34,616,212.00
The following securities have been acquired during the year:	
St. Paul Union Depot Co. stock.....	\$3,600.00
Half interest in \$400.00 Chicago, Burlington & Quincy Railroad Company stock.	
Minnesota Transfer Railway Company bonds.....	19,000.00
St. Paul, Minneapolis & Manitoba Railway Company stock in No. 6 above.....	9,000.00
Crows Nest Pass Coal Company stock, par value.....	335,400.00
The following securities have been sold during the year:	
Shares of Great Northern Railway capital stock.....	413½
Have received from treasurer of Town of Saunders towards redemption of bonds held by this company.....	\$408.00
Town of Minnesota Falls, bonds redeemed.....	1,000.00

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with the Great Northern Express Company whereby they do all the express business upon lines operated by this company. The railway company receives percentage of gross earnings.

2. Mail routes established by the United States government and the Canadian government in accordance with law.

3. This company operates its own sleeping, parlor and dining cars.

7. Western Union Telegraph Company and the Great Northwestern Telegraph Company, joint use of wires and transportation of labor and material, account repairs, free.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

GREAT NORTHERN RAILWAY COMPANY.
FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.*
[Company's Material Excluded.]

COMMODITY	Freight Originating on this road	Freight received from connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE	
	Whole Tons	Whole Tons	Whole Tons	Per Cent
Products of Agriculture—				
Grain	†	†	2,795,673	15.35
Flour			356,057	1.95
Other mill products			153,269	.84
Hay			110,188	.60
Tobacco				
Cotton			150,906	.84
Fruit and vegetables			399,198	2.19
Other products of agriculture				
Total			3,965,291	21.77
Products of Animals—				
Live stock			191,889	1.05
Dressed meats			13,854	.07
Other packing house products			917	
Poultry, game and fish			1,636	.01
Wool			9,289	.05
Hides, leather and tallow			3,708	.02
Other products of animals			1,145	.01
Total			222,438	1.21
Products of Mines—				
Anthracite coal			366,127	2.01
Bituminous coal			1,038,424	5.70
Coke			180,364	.99
Ores			7,624,525	41.82
Stone, sand and other like articles			196,959	1.08
Other products of mines			23,704	.15
Total			9,435,103	51.75
Products of Forests—				
Lumber, lath and shingles			1,460,907	8.02
Other products of forests			1,238,417	6.78
Total			2,699,324	14.80
Manufactures—				
Petroleum and other oils			46,186	.25
Sugar				
Naval stores				
Iron, pig and bloom			28,952	.16
Iron and steel rails			119,664	.66
Other castings and machinery			94,808	.51
Bar and sheet metal			156,101	.85
Cement, brick and lime			207,413	1.17
Agricultural implements			72,268	.40
Wagons, carriages, tools, etc.			17,032	.10
Wines, liquors and beers			48,577	.27
Household goods and furniture			21,443	.12
Other manufactures			108,613	.60
Total			921,057	5.09
Merchandise			538,137	2.95
Miscellaneous—				
Other commodities not mentioned above			444,656	2.43
Total tonnage—Minnesota	†	†		
Total tonnage—Entire line			18,226,006	100.00

*Includes report of Duluth, Watertown & Pacific Railway.

†See note.

Note.—Cannot give freight traffic movement for State of Minnesota, therefore report for entire line is given.

The figures include tonnage over the Duluth, Watertown & Pacific Railway and is explained as follows:

Total shown	Tons
Great Northern Railway (see page 61)	18,221,120
Duluth, Watertown & Pacific report	99,507
Tonnage interchanged between Great Northern Railway and Duluth, Watertown & Pacific Railway	18,320,627
	94,621

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year		Rails	
	Main Line	Branches and Spurs								Iron	Steel
Miles of single track.....			415.65	4,739.88	142.99	36.83	5,335.33	163.13	43.93	5,334.37	
Miles of second track.....			2.26	67.94		2.63	92.83	3.23		90.30	
Miles of third track.....				9.28			9.28			9.28	
Miles of fourth track.....				9.29			9.29			9.29	
Miles of yard track and sidings.....			98.96	1,213.43	8.82		1,321.21	144.69	1,321.21		
Miles of fifth track.....				2.32			2.32			2.32	
Miles of sixth track.....				1.44			1.44			1.44	
Total mileage operated (all tracks).....			516.87	6,063.58	151.81	39.46	6,771.72	313.07	1,365.16	5,307.10	

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota.....	1,891.86					15.02	1,899.88	3.59	18.12	1,806.74	
Wisconsin.....	27.69						37.69			37.69	
North Dakota.....	1,399.81					10.00	1,418.87	13.10	25.83	1,373.98	
South Dakota.....	99.25						99.25			99.25	
Montana.....	883.01				142.99		1,026.00			1,026.00	
Idaho.....	82.51						82.51	82.51		82.51	
Washington.....	191.89					2.75	547.39			544.64	
British Columbia.....	77.30						77.30			77.30	
Manitoba.....	146.46						146.46	146.46		146.46	
Total mileage operated (single track).....	415.65			4,739.88	142.99	36.83	5,335.33	163.13	43.93	5,251.37	

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	1,884.86	.....	15.02	1,899.88	3.50	18.12	1,860.24
Miles of second track.....	68.57	.....	2.63	69.20	3.18	.....	66.57
Miles of third track.....	9.28	.....	.....	9.28	.....	.....	9.28
Miles of fourth track.....	9.29	.....	.....	9.29	.....	.....	9.29
Miles of yard track and sidings.....	580.35	.....	.....	580.35	51.82	580.35	.....
Miles of fifth track.....	2.32	.....	.....	2.32	.....	.....	2.32
Miles of sixth track.....	1.44	.....	.....	1.44	.....	.....	1.44
Total mileage operated (all tracks)....	2,554.11	.....	17.65	2,571.76	58.09	598.47	1,955.64

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota .....	.....	.....	.....	1,884.86	.....	15.02	1,899.88	3.50	18.12	1,860.74
Total mileage operated (single track)...	.....	.....	.....	1,884.86	.....	15.02	1,899.88	3.50	18.12	1,866.74

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.
See Table XVII.

(Page 3.)

GREEN BAY & WESTERN RAILROAD.**HISTORY.**

1. Name of common carrier making this report? Green Bay & Western Railroad.
2. Date of organization? June 5, 1896.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the Laws of the State of Wisconsin.
4. If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same? Reorganized company.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Originally chartered April 12, 1866, as the Green Bay & Lake Pepin Railroad. Reorganized as the Green Bay & Minnesota Railroad September 5, 1873; sold under foreclosure of mortgage January 20, 1881, and reorganized as the Green Bay, Winona & St. Paul Railroad; sold under foreclosure of mortgage June 10, 1896, and reorganized as the Green Bay & Western Railroad.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
S. S. Palmer.....	Princeton, New Jersey.....	March 14, 1908
Mark T. Cox.....	East Orange, New Jersey.....	March 14, 1908
Wm. Jay Hunt.....	New York City, New York.....	March 14, 1908
C. L. Blair.....	New York City, New York.....	March 14, 1908
J. A. Jordan.....	Green Bay, Wisconsin.....	March 14, 1908

Total number of stockholders at date of last election? 149.

Date of last meeting of stockholders for election of directors? March 14, 1907.

Give postoffice address of general office? Green Bay, Wis.

Give postoffice address of operating office? Green Bay, Wis.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, J. C. Thurman; title, general auditor; address, Green Bay, Wis.

(Page 7.)

OFFICERS.

Title	Name	Location of Office.
Chairman of the board and president.....	S. S. Palmer.....	40 Wall St., New York
Vice-president	J. A. Jordan.....	Green Bay, Wisconsin
Secretary and treasurer.....	Mark T. Cox.....	40 Wall St., New York
General auditor.....	J. C. Thurman.....	Green Bay, Wisconsin
General manager.....	J. A. Jordan.....	Green Bay, Wisconsin
Superintendent	F. B. Seymour.....	Green Bay, Wisconsin
General freight agent.....	W. C. Modisett.....	Green Bay, Wisconsin
General passenger agent.....	W. C. Modisett.....	Green Bay, Wisconsin
General ticket agent.....	W. C. Modisett.....	Green Bay, Wisconsin
General baggage agent.....	W. C. Modisett.....	Green Bay, Wisconsin

(Page 9.)

PROPERTY OPERATED.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," Page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Class of Road Named
	From	To	
1. A. Green Bay & Western Railroad.....	Green Bay, Wis.....	East Winona, Wis.....	212.50
1. B. Green Bay & Western Railroad.....	Onalaska, Wis.....	La Crosse, Wis.....	6.50
	Plover, Wis.....	Stevens Point, Wis.....	6.00
Total			225.00

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	25,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$2,500,000.00
Total amount issued and outstanding.....	\$2,500,000.00
Dividends declared during year—	
Rate	* 5 per cent
Amount	\$125,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Construction—

Common—

Total number shares issued and outstanding.....	25,000
*Determined by net earnings.	

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Rate	When Payable	Interest	
	Date of Issue	When Due						Amount Accrued During Year	Amount Paid During Year
Debentures:									
N's	July, 1896	*	\$600,000.00	\$600,000.00	\$600,000.00	5	February	\$30,000.00	\$30,000.00
H's	July, 1896	*			7,000,000.00				
Total:			\$7,000,000.00	\$7,000,000.00	\$7,000,000.00			\$30,000.00	\$30,000.00
Income bonds			\$7,600,000.00	\$7,600,000.00	\$7,600,000.00			\$30,000.00	\$30,000.00
Grand total			\$7,600,000.00	\$7,600,000.00	\$7,600,000.00			\$30,000.00	\$30,000.00

* Payable only in the event of sale or reorganization of the railroad.

† Determined by net earnings.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. United States Express Company pays 40 per cent of gross earnings.
2. Postoffice Department pays \$17,837.76 per year.
5. Contract with Chicago, Burlington & Quincy Railway for terminals at Winona, Minn.
- Contract with Chicago & North-Western Railway for trackage rights between Marshland, Wisconsin, and Onalaska, Wisconsin.
7. Line owned jointly with Western Union Telegraph Company.
9. Contract with Winona Bridge Railway for trackage rights over bridge at Winona, Minn.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and Other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain				
Flour				
Other mill products.....				
Hay				
Tobacco				
Cotton				
Fruit and vegetables.....				
Other products of agriculture.....				
Total				
Products of Animals—				
Live stock.....				
Dressed meats.....				
Other packing house products.....				
Poultry, game and fish.....				
Wool				
Hides and leather.....				
Other products of animals.....				
Total				
Products of Mines—				
Anthracite coal.....				
Bituminous coal.....				
Coke				
Ores				
Stone, sand and other like articles.....				
Other products of mines.....				
Total				
Products of Forests—				
Lumber				
Other products of forests.....				
Total				
Manufactures—				
Petroleum and other oils.....				
Supar				
Naval stores.....				
Iron, pig and bloom.....				
Iron and steel rails.....				
Other castings and machinery.....				
Bar and sheet metal.....				
Cement, brick and lime.....				
Agricultural implements.....				
Wagons, carriages, tools, etc.....				
Wines, liquors and beers.....				
Household goods and furniture.....				
Other manufactures.....				
Total				
Merchandise				
Miscellaneous—				
Other commodities not mentioned above.....				
Total tonnage—Minnesota.....				
Total tonnage—Entire line.....	243,968	150,042	394,010	

No mileage in Minnesota.

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track	212.50	12.50	.....	225.00	.....	.....	225.00
Miles of yard track and sidings	28.69	.....	.....	28.69	.....	.....	28.69
Total mileage operated (all tracks)	241.10	12.50	.....	253.69	.....	.....	253.69

B. Mileage of Line Operated by States and Territories (Single Track).

Wisconsin	212.50	12.50	.....	225.00	.....	.....	225.00
Total mileage operated (single track) ..	212.50	12.50	.....	225.00	.....	.....	225.00

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Wisconsin	212.50	12.50	225.00	.....	.....	225.00
Total mileage owned (single track)	212.50	12.50	225.00	.....	.....	225.00

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

IOWA CENTRAL RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Iowa Central Railway Company.
2. Date of organization? May 9, 1888. Articles filed May 14, 1888.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Incorporated on the 9th day of May, 1888, by virtue of an act of the general assembly of the State of Illinois, approved March 1, 1872, for the purpose of constructing railways maintaining and operating the same for prescribing and defining the duties and limiting the powers of such corporations, when so organized.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Our present incorporation is not a reorganized incorporation, but was organized as stated in answer to interrogatory No. 3 and acquired from other organizations the property it now owns, but was not in any way a merger of corporate franchises. There has been an amendment to the articles of incorporation as originally executed in May, 1888.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
L. C. Weir.....	New York City, New York....	September, 1911
Charles W. Osborn.....	New York City, New York....	September, 1911
Frank Trumbull.....	New York City, New York....	September, 1911
Edwin Hawley.....	New York City, New York....	September, 1907
F. H. Davis.....	New York City, New York....	September, 1907
Geo. Crocker.....	New York City, New York....	September, 1907
T. P. Shonts.....	Chicago, Illinois.....	September, 1908
E. C. Bradley.....	New York City, New York....	September, 1908
H. E. Huntington.....	New York City, New York....	September, 1908
L. F. Day.....	Minneapolis, Minnesota.....	September, 1909
Henry A. Gardner.....	Chicago, Illinois.....	September, 1909
William Shillaber.....	New York City, New York....	September, 1909
Paul Morton.....	Chicago, Illinois.....	September, 1910
John E. Searles.....	New York City, New York....	September, 1910
W. S. Crandell.....	New York City, New York....	September, 1910

Total number of stockholders at date of last election? 583.

Date of last meeting of stockholders for election of directors? September 7, 1906.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, L. G. Scott; title, auditor; address, Minneapolis, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office.
President	Edwin Hawley.....	New York City, N. Y.
Vice-president	F. H. Davis.....	New York City, N. Y.
Vice-president	L. F. Day.....	Minneapolis, Minnesota
Secretary	A. C. Doan.....	New York City, N. Y.
Treasurer	F. H. Davis.....	New York City, N. Y.
Assistant treasurer.....	Joseph Gaskell.....	Minneapolis, Minnesota
General counsel.....	Geo. W. Seevers.....	Minneapolis, Minnesota
Auditor	L. G. Scott.....	Minneapolis, Minnesota
General manager.....	L. F. Day.....	Minneapolis, Minnesota
Chief engineer.....	W. D. Wheeler.....	Minneapolis, Minnesota
General superintendent.....	D. C. Noonan.....	Minneapolis, Minnesota
Superintendent	C. S. Hayden.....	Oskaloosa, Iowa
Superintendent of telegraph.....	S. J. Dun.....	Oskaloosa, Iowa
Freight traffic manager.....	J. N. Tittmore.....	Minneapolis, Minnesota
Assistant general freight agent.....	S. G. Lutz.....	Peoria, Illinois
Assistant general freight agent.....	H. F. Marsh.....	Minneapolis, Minnesota
General passenger agt.....	A. B. Cutts.....	Minneapolis, Minnesota
General ticket agent.....	A. B. Cutts.....	Minneapolis, Minnesota
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minnesota

REPORT RAILROAD AND WAREHOUSE COMMISSION

PROPERTY OPERATED—STATE OF MINNESOTA.

(Page 9 A.)

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," Page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line chartered under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
5. Main line.....	Albert Lea, Minn.....	Minnesota state line.....	12.86	12.86
Total				12.86

PROPERTY OPERATED.

(Page 9.)

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Main line..... Eastern division..... Illinois division.....	Northwood, Iowa..... Oskaloosa..... Iowa-Illinois state line.....	Albia, Iowa..... Iowa-Illinois state line..... Iowa Junction, Ill.....	188.06 96.90 89.20	375.06
1. B. Belmond branch..... Story City branch..... State Center branch..... Montezuma branch..... Newton branch.....	Hampton, Iowa..... Minerva Junction, Iowa..... Newburg, Iowa..... G. M. Junction, Iowa..... New Sharon, Iowa..... Lynnville Junction, Iowa.....	Belmond, Iowa..... Story City, Iowa..... State Center, Iowa..... Montezuma, Iowa..... Newton, Iowa..... Lynnville, Iowa.....	22.20 34.51 26.64 13.61 27.75 2.50	
4. Iowa Central & Western Railway.....	Belmond, Iowa.....	Algona, Iowa.....	37.00	
5. Main line..... Illinois division.....	Northwood, Iowa..... Iowa Junction, Ill.....	Albert Lea, Minn..... Peoria, Ill.....	16.36 2.80	127.21 37.00
Total.....				19.16 558.43

(Page 17.)

CAPITAL STOCK.

Common—	
Number of shares authorized.....	110,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$11,000,000.00
Total amount issued and outstanding.....	\$8,524,683.48
Preferred—	
Number of shares authorized.....	74,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$7,400,000.00
Total amount issued and outstanding.....	\$5,674,771.84
Totals—	
Number of shares authorized.....	184,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$18,400,000.00
Total amount issued and outstanding.....	\$14,199,454.83

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Reorganization—

Common—	
Total number shares issued and outstanding.....	85,230
Preferred—	
Total number shares issued and outstanding.....	56,734
Total—	
Total number shares issued and outstanding.....	141,964

All stocks issued in consideration and in pursuance of the plan or reorganization adopted by the bond and stockholders of the Central Iowa Railway Company. Copy of plan filed with 1889 report.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

9. 29 shares of common and 6 shares of preferred stock issued in exchange for capital stock script.

7. 99 first and refunding bonds issued, which are held in the treasury of the company.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Adams Express Company. Compensation based upon receipts of express company with an established minimum.

2. United States Postoffice Department. Compensation based upon weight of mail and size of mail compartments in cars.

3. The Pullman Company. The Pullman Company is paid a certain rate per car mile for the use of their cars, based upon yearly revenue, the maximum rate being 2 cents. The revenue derived from the sale of seats and berths accrues to them.

4. Various railroads. Interline billing to facilitate movement of freight.

5. Chicago, Rock Island & Pacific Railway Company. For use of tracks between Manly Junction, Iowa, and Albert Lea, Minn., compensation based upon cost of road and wheelage proportion of maintenance.

The Minneapolis & St. Louis Railroad Company. For use of round house, freight house, passenger station and yards at Albert Lea, Minn., compensation being an agreed amount and proportion of cost of maintenance.

7. Western Union Telegraph Company. 25 per cent of telegraph receipts.

9. George Allanson. News privileges on passenger trains, compensation being an agreed amount.

Sundry contracts with firms and individuals for use of right of way and station grounds for elevators, coal sheds, lumber yards, etc., compensation being a nominal amount.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	1,536	38,585	40,121	5.94
Flour	105	107,309	107,414	15.92
Other mill products.....		7,630	7,630	1.13
Hay	30	171	201	.03
Tobacco				
Cotton		1,028	1,028	.15
Fruit and vegetables.....	515	8,330	8,845	1.31
Other products of agriculture.....		87	87	.01
Total	2,180	163,140	165,326	24.49
Products of Animals—				
Live stock.....	480	2,327	2,807	.42
Dressed meats.....	989	6,228	7,217	1.07
Other packing house products.....	37	8,728	8,765	1.30
Poultry, game and fish.....	57	477	534	.08
Wool	10	207	217	.03
Hides and leather.....	231	120	351	.05
Other products of animals.....	370	312	682	.10
Total	2,174	18,399	20,573	3.05
Products of Mines—				
Anthracite coal.....		2,262	2,262	.34
Bituminous coal.....	247,432	17,436	264,868	39.24
Coke	2,810	190	3,000	.45
Ores		902	902	.13
Stone, sand and other like articles.....	80	44	124	.02
Other products of mines.....	54	18	72	.01
Total	250,376	20,852	271,228	40.19
Products of Forests—				
Lumber	2,119	57,508	59,627	8.83
Other products of forests.....	551	8,886	4,387	.65
Total	2,670	61,344	64,014	9.48
Manufactures—				
Petroleum and other oils.....	143	5,965	6,108	.90
Supar		1,783	1,783	.26
Naval stores.....				
Iron, pig and bloom.....	526	2,122	2,648	.39
Iron and steel rails.....	27,998	191	28,189	4.18
Other castings and machinery.....	1,168	1,017	2,185	.32
Bar and sheet metal.....	3,475	239	3,714	.55
Cement, brick and lime.....	5,701	14,043	19,744	2.93
Agricultural implements.....	1,187	2,701	3,888	.58
Wagons, carriages, tools, etc.....	431	1,159	1,590	.24
Wines, liquors and beers.....	3,743	3,040	6,783	1.01
Household goods and furniture.....	1,925	553	2,478	.37
Other manufactures.....	1,249	1,415	2,664	.39
Total	47,546	34,228	81,774	12.12
Merchandise	14,838	23,973	38,811	5.75
Miscellaneous—				
Other commodities not mentioned above....	13,457	10,759	33,216	4.92
Total tonnage—Minnesota.....	333,247	341,695	674,942	100.00
Total tonnage—Entire line.....	1,705,351	676,613	2,381,964	.....

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

IOWA CENTRAL RAILWAY COMPANY.

463

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs					Iron	Steel
Miles of single track	375.06	127.21	.....	.....	558.43	.....	8.30	530.97
Miles of yard track and sidings	109.78	10.29	.....	3.39	123.46	.98	6.42	117.04
Total mileage operated (all tracks)	484.84	137.50	.....	40.39	681.89	.98	14.72	648.01

B. Mileage of Line Operated by States and Territories (Single Track).

Iowa	285.86	127.21	.....	37.00	454.07	.....	8.30	441.77
Illinois	89.20	.....	.....	.....	92.00	.....	.....	89.20
Minnesota .....	.....	.....	.....	.....	12.36	.....	.....	.....
Total mileage operated (single track)	375.06	127.21	.....	37.00	558.43	.....	8.30	530.97

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Iowa	285.86	127.21	413.07	.....	8.30	404.77
Illinois	89.20	.....	89.20	.....	.....	89.20
Total mileage owned (single track)	375.06	127.21	502.27	.....	8.30	493.97

REPORT RAILROAD AND WAREHOUSE COMMISSION

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line Operated under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track	12.36	12.36	.....	.....	.....
Total mileage operated (all tracks)....	12.36	12.36	.....	.....	.....

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota .....	.....	.....	12.36	12.36	.....	.....	.....
Total mileage operated (single track) ..	.....	.....	12.36	12.36	.....	.....	.....

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

MASON CITY AND FORT DODGE RAILROAD

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Mason City & Fort Dodge Railroad Company.
2. Date of organization? May 23, 1881.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Iowa, under chapter 1, title IX., code of Iowa, sections 1056 to 1090.
4. If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same. Not consolidated.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
A. B. Stickney.....	St. Paul, Minn.....	September 17, 1907
G. H. Prince.....	St. Paul, Minnesota.....	September 17, 1907
Oliver Crosby.....	St. Paul, Minnesota.....	September 17, 1907
A. H. Lindeke.....	St. Paul, Minnesota.....	September 17, 1907
.....	St. Paul, Minnesota.....	September 17, 1907
G. W. Wattles.....	St. Paul, Minnesota.....	September 17, 1907

Total number of stockholders at date of last election? Six.

Date of last meeting of stockholders for election of directors? September 17, 1906.

Give postoffice address of general office? Ft. Dodge, Iowa.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, C. O. Kalman; title, auditor; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office.
President	A. B. Stickney.....	St. Paul, Minnesota
Vice-president	G. H. Prince.....	St. Paul, Minnesota
Secretary	P. C. Weed.....	St. Paul, Minnesota
Treasurer	R. O. Barnard.....	St. Paul, Minnesota
Assistant secretary.....	O. Cornelissen.....	St. Paul, Minnesota
Attorney or general counsel.....	A. G. Briggs.....	St. Paul, Minnesota
Auditor	C. O. Kalman.....	St. Paul, Minnesota
General manager.....	S. C. Stickney.....	St. Paul, Minnesota
Chief engineer.....	W. H. Chadbourn.....	St. Paul, Minnesota
General superintendent.....	G. A. Goodell.....	St. Paul, Minnesota
Division superintendent.....	L. M. Shipley.....	Clarion, Iowa
General freight agent.....	W. E. Pinckney.....	St. Paul, Minnesota
General passenger agent.....	J. P. Elmer.....	
General ticket agent.....	J. P. Elmer.....	
General baggage agent.....	G. T. Spilman.....	Chicago, Illinois

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," Page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. Mason City & Ft. Dodge Railroad.....	Hayfield	Iowa state line.....	27.33	27.33
Total				27.33

REPORT RAILROAD AND WAREHOUSE COMMISSION

PROPERTY OPERATED.

(Page 9.)

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Mason City & Ft. Dodge Railroad Co.....	Hayfield, Minn.....	Clarion, Iowa.....	99.71	
	Clarion, Iowa.....	Ft. Dodge, Iowa.....	28.05	
	Ft. Dodge, Iowa.....	Council Bluffs, Iowa.....	132.90	
	Oelwein, Iowa.....	Clarion, Iowa.....	98.09	
	Spur to Ft. Dodge depot.....		.79	
				350.54
1. B. Lehigh branch.....	Ft. Dodge, Iowa.....	Lehigh, Iowa.....	15.69	
Coalville branch.....	Carbon Junction, Iowa.....	Coalville, Iowa.....	2.90	18.59
5. Union Pacific Railway Co.....	Council Bluffs, Iowa.....	Omaha, Neb.....	8.11	378.13
	Omaha, Neb.....	South Omaha, Neb.....	5.01	8.12
Total				386.25

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

Operated under agreement by Chicago, Great Western Railway Company, which company receives surplus earnings.

(Page 17.)

CAPITAL STOCK.

Number of shares authorized.....	200,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$20,000,000.00
Total amount issued and outstanding.....	\$19,205,400.00
Preferred—	
Number of shares authorized.....	140,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$14,000,000.00
Total amount issued and outstanding.....	\$13,035,752.00
Dividends declared during year—	
Rate	4 per cent
Totals—	
Number of shares authorized.....	34,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$34,000,000.00
Total amount issued and outstanding.....	\$32,841,152.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Construction—

Common—	
Total number shares issued and outstanding.....	192,054
Preferred	136,357.52
Total—	
Total number shares issued and outstanding.....	328,411.52

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Received on Amount Issued	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage	6-1 1905	1955	\$12,000,000.00	\$12,000,000.00	\$12,000,000.00	.....	4	June & Dec.	\$480,000.00	\$486,140.00
Total:			\$12,000,000.00	\$12,000,000.00	\$12,000,000.00	.....	4	.....	\$480,000.00	\$486,140.00
Mortgage bonds			\$12,000,000.00	\$12,000,000.00	\$12,000,000.00	.....	4	.....	\$480,000.00	\$486,140.00
Grand total			\$12,000,000.00	\$12,000,000.00	\$12,000,000.00	.....	4	.....	\$480,000.00	\$486,140.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. With Wells Fargo Express Company, who pay percentage of gross earnings of the express company on the line of the Mason City & Ft. Dodge Railroad.

2. With the United States government, who pay on a basis of amount and character of services.

3. With Pullman Company, who furnish sleeping cars and is paid on basis of miles run by cars.

5. With Chicago Great Western Railway Company for division of joint traffic on a mileage basis.

7. Western Union Telegraph Company. The railroad to operate line and keep same in repair. The receipts from all commercial business to go to the telegraph company.

8. A few minor contracts, such as ground leases, causeway rights, etc.
Contract with Union Pacific Railway Company for use of tracks, bridge and terminals at Omaha, for which a fixed annual sum is paid.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent
Products of Agriculture—				
Grain			38,699	17.02
Flour			24,100	10.60
Other mill products			2,660	1.17
Hay			2,047	.90
Tobacco				
Cotton				
Fruit and vegetables			5,959	2.62
Other products of agriculture				
Total			73,465	32.31
Products of Animals—				
Live stock			13,688	6.02
Dressed meats			4,115	1.81
Other packing house products			6,844	3.01
Poultry, game and fish			409	.18
Wool			364	.16
Hides and leather			455	.20
Other products of animals			2,843	1.25
Total			28,717	12.63
Products of Mines—				
Anthracite coal			955	.42
Bituminous coal			35,266	15.51
Coke				
Ores				
Stone, sand and other like articles			14,325	6.30
Other products of mines				
Total			50,545	22.23
Products of Forests—				
Lumber			13,915	6.12
Other products of forests			5,571	2.45
Total			19,486	8.57
Manufactures—				
Petroleum and other oils			6,708	2.95
Supar			1,910	.84
Naval stores				
Iron, pig and bloom			728	.32
Iron and steel rails			794	.35
Other castings and machinery			932	.41
Bar and sheet metal			362	.16
Cement, brick and lime			6,935	3.05
Agricultural implements			1,887	.81
Wagons, carriages, tools, etc.			955	.42
Wines, liquors and beers			864	.38
Household goods and furniture			1,819	.80
Other manufactures				
Total			23,394	10.29
Merchandise				
Miscellaneous—				
Other commodities not mentioned above			15,689	6.90
Total tonnage—Minnesota			16,079	7.07
Total tonnage—Entire line			227,875	100.00
			1,023,020	

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line Operated under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track	359.54	18.59	8.12	386.25			
Miles of second track	1.04		10.00	11.04			
Miles of yard track and sidings	95.10	4.94	3.39	103.43	5.33		
Total mileage operated (all tracks)	455.68	23.53	21.51	500.72	5.33		

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	27.33			27.33			
Iowa	332.21	18.59	9.56	359.36			
Nebraska			5.56	5.56			
Total mileage operated (single track)	359.54	18.59	8.12	386.25			

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Lines Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	27.33		27.33			*
Iowa	332.21	18.59	350.80			*
Total mileage owned (single track)	359.54	18.59	378.13			*

*All steel.

1.04 miles second main reported as side track previous to 1907.

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE	Line Represented by Capital Stock		Line of Proprietary Companies	Line operated under lease e'tc.	Line operated under trackage rights	Total Mileage Operated	New Line Constructed during year	Rails	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track	27.33					27.33			
Miles of yard track and sidings	4.82					4.82			
Total mileage operated (all tracks).....	32.15					32.15			

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	27.33					27.33			
Total mileage operated (single track)...	27.33					27.33			

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	27.33		27.33		*	*
Total mileage owned (single track).....	27.33		27.33		*	*

*All steel.

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.
See Table XVII.

(Page 3.)

MINNEAPOLIS & RAINY RIVER RAILWAY COMPANY**HISTORY.**

1. Name of common carrier making this report? Minneapolis & Rainy River Railway Company.
2. Date of organization? July 20, 1904.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota.

(Page 5.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
W. T. Joyce.....	Chicago, Illinois.....	October 1, 1907
Thomas Hume.....	Muskegon, Michigan.....	October 1, 1907
H. C. Akeley.....	Minneapolis, Minnesota.....	October 1, 1907
F. C. Gerhard.....	Minneapolis, Minnesota.....	October 1, 1907
Fred A. Bill.....	Minneapolis, Minnesota.....	October 1, 1907

Total number of stockholders at date of last election? Seven.

Date of last meeting of stockholders for election of directors? October 2, 1906.

Give postoffice address of general office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, F. C. Gerhard; title, general manager; address, Minneapolis, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office.
President	W. T. Joyce.....	Chicago, Illinois
Vice-president	H. C. Akeley.....	Minneapolis, Minnesota
Secretary and treasurer.....	Fred A. Bill.....	Minneapolis, Minnesota
Attorney	A. Y. Merrill.....	Minneapolis, Minnesota
Attorney	R. J. Powell.....	Minneapolis, Minnesota
Auditor	Duties performed by Sec'y..	
General manager.....	F. C. Gerhard.....	Minneapolis, Minnesota
Chief engineer.....	S. D. Patrick.....	Deer River, Minnesota
Superintendent	W. C. Lacroix.....	Deer River, Minnesota
General freight agent.....	Fred A. Bill.....	Minneapolis, Minnesota
Assistant general passenger agent.....	Fred A. Bill.....	Minneapolis, Minnesota
General ticket agent.....	Fred A. Bill.....	Minneapolis, Minnesota

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," Page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Minneapolis & Rainy River Railway.....	Mississippi River.....	Big Fork.....	31.86	31.86
1. B. Minneapolis & Rainy River Railway.....	Jessie Junction.....	Bass Lake.....	17.84	
	Whitefish Junction.....	Whitefish.....	1.60	
	Marcell Junction.....	Marcell.....	1.72	
				21.16
				Feet

			FEET
5. Itasca Lumber Company Lines—			
Round Lake branch.....	Round Lake.....		25,350
Rice River Hoist.....	Spur track en route.....		1,200
Turtle Lake.....	Main line.....		5,059
	Headquarters Camp.....		3,247
	Spur track to D. R. L. Co.....		638
	Spur track to old mill.....		656
	Turtle Junction.....		* 15,209
	Branch to Section 36.....		3,800
	Hoist siding.....		3,804
Jessie Lake.....	Hoist track.....		1,771
Spring Lake.....	Hoist track.....		2,973
Four Town Lake.....	Hoist track.....		1,523
Whitefish Lake.....	Hoist track.....		1,400
Bass Lake.....	Hoist track.....		1,863
Fox Lake.....	Branch and hoist.....		22,500
East Lake.....	Branch.....		6,800
Total.....	Total feet.....		94,783
	Same in miles.....		17.95
			70.97

EXPLANATORY REMARKS.

Lines shown as "Itasca Lumber Company Lines" are graded and constructed by that company. This company furnishes rails and fastenings and operates the lines and has all material in the lines when traffic is completed and lines discontinued.

These lines are constructed under mutual agreement, sufficient traffic being guaranteed to warrant this company in going to the expense of furnishing its share of the material and in operating the lines.

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	10,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$1,000,000.00
Total amount issued and outstanding.....	\$400,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for line of Railroad known as "Itasca Railroad"—

Total number shares issued and outstanding.....	4,000
Total cash realized.....	*\$400,000.00
*Railroad purchased.	

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bonds or Obligations	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage	30 years	.....	\$400,000.00	*	*	*	5	.....	\$20,000.00	\$20,000.00
Grand total .....	.....	.....	\$400,000.00	.....	.....	.....	.....	.....	\$20,000.00	\$20,000.00

* Authorized and in process of being issued.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. There was practically completed and put in operation during the year a main line extension from Marcell Junction to Big Fork, a distance of 11.70 miles.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

No change from previous report.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 68.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

COMMODITY	Freight originating on this road	Freight received from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE	
	Whole Tons	Whole Tons	Whole Tons	Per Cent
Products of Agriculture—				
Grain				
Flour				
Other mill products				
Hay				
Tobacco				
Cotton				
Fruit and vegetables				
Other products of agriculture				
Total		2,177	2,177	.63
Products of Animals—				
Live stock				
Dressed meats				
Other packing house products				
Poultry, game and fish				
Wool				
Hides and leather				
Other products of animals				
Total		905	905	.26
Products of Mines—				
Anthracite coal				
Bituminous coal				
Coke				
Ores				
Stone, sand and other like articles				
Other products of mines				
Total	640		640	.19
Products of Forests—				
Lumber				
Other products of forests				
Total	338,382		338,382	98.29
Manufactures—				
Petroleum and other oils				
Sugar				
Naval stores				
Iron, pig and bloom				
Iron and steel rails				
Other castings and machinery				
Bar and sheet metal				
Cement, brick and lime				
Agricultural implements				
Wagons, carriages, tools, etc.				
Wines, liquors and beers				
Household goods and furniture				
Other manufactures				
Total	159	239	398	.12
Merchandise	689	1,034	1,723	.50
Miscellaneous—				
Other commodities not mentioned above	18	27	45	.01
Total tonnage—Minnesota	339,888	4,382	344,270	100.00
Total tonnage—Entire line				

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock			Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs					Iron	Steel
Miles of single track	31.86	21.16		17.93	70.97	11.70		70.97
Miles of yard track and sidings	0.23	1.17			7.40	7.40		7.40
Total mileage operated (all tracks)	38.09	22.33		17.95	78.37	19.10		78.37

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	31.86	21.16	53.02	11.70		53.02
Total mileage owned (single track)	31.86	21.16	53.02	11.70		53.02

The 11.70 miles new line shown on page 67 was practically completed and taken into operation during current year. Some of the 7.40 miles yard track and sidings were completed during previous years, but as we had no correct measurements and they were being constantly changed and added to, no mention has been made heretofore, hence entire amount entered as constructed this year.

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

(See page 67.).

THE MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Minneapolis & St. Louis Railroad Company.
2. Date of organization? November 2, 1894.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under laws of Minnesota and Iowa.

EXPLANATORY REMARKS.

The original Minneapolis & St. Louis Railway Company was a Minnesota corporation, created March 3, 1853, by chapter 66, special laws 1853, by the name of the Minnesota Western Railroad Company. By authority of chapter 57, special laws 1870, it changed its name to the Minneapolis & St. Louis Railway Company, such action being taken by a resolution of the board of directors adopted May 26, 1870. The Minneapolis & Duluth Railroad Company was organized by certain special stockholders of the Minneapolis & St. Louis Railway Company, on April 24, 1871, by authority contained in its original charter, and amendments thereto.

The Minnesota & Iowa Southern Railroad Company was an Iowa corporation, created under the general laws of Iowa, in 1878. The Fort Dodge & Fort Ridgley Railroad Company was an Iowa corporation, incorporated under the general laws of Iowa on July 24, 1876. On April 20, 1881, the Minneapolis & St. Louis Railway Company, the Minneapolis & Duluth Railroad Company, the Minnesota & Iowa Southern, and the Fort Dodge & Fort Ridgley Companies were consolidated into one company, by the name of the Minneapolis & St. Louis Railway Company, a railroad corporation of Minnesota and Iowa. On June 25, 1888, the Minneapolis & St. Louis Railway Company went into the hands of a receiver. Its property was sold under decree of foreclosure on October 11, 1894, and reorganized under the name of the Minneapolis & St. Louis Railroad Company on November 2, 1894. In order to preserve the corporate rights in the several states, that portion of the property which lies in the state of Iowa was conveyed to a committee who, on January 18, 1895, organized a corporation known as the Minneapolis & St. Louis Railroad and Telegraph Company of Iowa, which was formally consolidated with the Minneapolis & St. Louis Railroad Company on the first day of February, 1895, under the present corporate name of the Minneapolis & St. Louis Railroad Company. The present reorganization is under the general laws of the States of Minnesota and Iowa. Under such reorganization all the charter rights contained in the original special act of the legislature of Minnesota, under which the original company was created, are retained in the new corporation.

The following is a reference to the original and special act of incorporation, and the amendments thereto:

Minnesota Western Railroad Company, incorporated by chapter 66, special laws 1853, approved March 3, 1853.

Amended chapter 65, special laws 1853, approved February 26, 1855.

Amended chapter 117, special laws 1869, approved March 5, 1869.

Amended chapter 57, special laws 1870, approved February 4, 1870. (This amendment authorizes change of name by resolution, to take effect after public notice of such change has been given for one month in any daily paper published in Minneapolis.)

Resolution changing name adopted by board of directors May 26, 1870.

Charter amended chapter 71, special laws 1871, approved February 25, 1871.

Amended chapter 98, special laws 1872, approved February 23, 1872.

Amended chapter 124, special laws 1872, approved February 20, 1872.

Amended chapter 72, special laws 1878, approved March 9, 1878.

Amended chapter 34, special laws 1877, approved February 24, 1877.

Amended chapter 80, special laws 1878, approved March 11, 1878.

Amended chapter 185, special laws 1879, approved March 4, 1879.

Amended chapter 118, special laws 1861, approved February 4, 1861.

Amended chapter 113, special laws 1881, approved March 2, 1881.

Chapter 94, general laws 1881.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Minneapolis & St. Louis Railroad Company. Reorganized November 2, 1894.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address	Date of Expiration of Term
E. Hawley.....	New York City, New York.....	October, 1907
F. E. Palmer.....	New York City, New York.....	October, 1907
L. C. Weir.....	New York City, New York.....	October, 1907
H. E. Huntington.....	New York City, New York.....	October, 1908
J. N. Wallace.....	New York City, New York.....	October, 1908
Frank Trumbull.....	New York City, New York.....	October, 1908
F. H. Davis.....	New York City, New York.....	October, 1909
J. E. Searles.....	New York City, New York.....	October, 1909
L. F. Day.....	Minneapolis, Minnesota.....	October, 1909

Total number of stockholders at date of last election? Four hundred and eighty-six.

Date of last meeting of stockholders for election of directors? October 2, 1906.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, L. G. Scott; title, auditor; address, Minneapolis, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President	Edwin Hawley.....	New York City, N. Y.
First vice-president.....	L. F. Day.....	Minneapolis, Minnesota
Secretary and assistant treasurer.....	Joseph Gaskell.....	Minneapolis, Minnesota
Treasurer	F. H. Davis.....	New York City, N. Y.
General counsel.....	Geo. W. Seevers.....	Minneapolis, Minnesota
Auditor	L. G. Scott.....	Minneapolis, Minnesota
General manager.....	L. F. Day.....	Minneapolis, Minnesota
Chief engineer.....	W. D. Wheeler.....	Minneapolis, Minnesota
General superintendent.....	D. C. Noonan.....	Minneapolis, Minnesota
Superintendent	E. D. Hogan.....	Minneapolis, Minnesota
Freight traffic manager.....	J. N. Tittmore.....	Minneapolis, Minnesota
Assistant general freight agent.....	F. H. Marsh.....	Minneapolis, Minnesota
Assistant general freight agent.....	S. G. Lutz.....	Peoria, Illinois
General passenger agent.....	A. B. Cutts.....	Minneapolis, Minnesota
General ticket agent.....	A. B. Cutts.....	Minneapolis, Minnesota
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minnesota

(Page 9.)

PROPERTY OPERATED.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
1. A. The Minneapolis & St. Louis Railroad Co.....	Minneapolis, Minn.....	Angus, Iowa.....	259.90
1. B. The Minneapolis & St. Louis Railroad Co.....	Kalo Junction, Iowa.....	Kalo, Iowa.....	1.14
	Hopkins, Minn.....	Watertown, S. D.....	215.42
	Manitou Junction, Minn.....	Tonka Bay, Minn.....	1.45
	Winthrop, Minn.....	Storm Lake, Iowa.....	153.50
4. Des Moines & Ft. Dodge Railroad.....	Ruthven, Iowa.....	Des Moines, Iowa.....	137.01
	At Ft. Dodge, Iowa.....		.61
Minnesota, Dakota & Pacific Railway.....	Watertown, S. D.....	Leola, S. D.....	114.13
	Conde, S. D.....	Northville, S. D.....	23.60
5. Northern Pacific Railroad Co.....	Minneapolis, Minn.....	St. Paul, Minn.....	10.11
Chicago, Milwaukee & St. Paul Railway Co.....	Spencer, Iowa.....	Ruthven, Iowa.....	12.43
Illinois Central Railroad Co.....	Tara, Iowa.....	Ft. Dodge, Iowa.....	6.07
Des Moines Union Railway Co.....	At Des Moines.....		.58
Total			935.97

REPORT RAILROAD AND WAREHOUSE COMMISSION

PROPERTY OPERATED—STATE OF MINNESOTA.

(Page 9 A.)

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
1. A. The Minneapolis & St. Louis Railroad.....	Minneapolis, Minn.....	Minnesota-Iowa state line.....	122.07
1. B. The Minneapolis & St. Louis Railroad.....	Hopkins, Minn.....	Minnesota-S. Dakota state line.....	175.74
	Manitou Junction, Minn.....	Tonka Bay, Minn.....	1.45
	Winthrop, Minn.....	Minnesota-Iowa state line.....	80.21
5. Northern Pacific Railway Co.....	St. Paul, Minn.....	Minneapolis, Minn.....	10.11
Total			389.58

EXPLANATORY REMARKS.

Since Jan. 1, 1907, we have been running irregular trains on part of line under construction west of Watertown, S. D., in commercial service.

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	60,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$6,000,000.00
Total amount issued and outstanding.....	\$6,000,000.00

Preferred—

Number of shares authorized.....	40,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$4,000,000.00
Total amount issued and outstanding.....	\$4,000,000.00
Dividends declared during year—	
Rate	5 per cent
Amount	\$200,000.00

Totals—

Number of shares authorized.....	100,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$10,000,000.00
Total amount issued and outstanding.....	\$10,000,000.00
Dividends declared during year.....	\$200,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Reorganization:

Common—	
Total number shares issued and outstanding.....	60,000
Preferred—	
Total number shares issued and outstanding.....	40,000
Total—	
Total number shares issued and outstanding.....	100,000

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Cases of Bond or Obligation	Time		Amount of Authorized Is-ue	Amount Issued	Amount Outstanding	Cash Received on Amount Issued	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
Mortgage bonds	1-1 1877	1-1 1907	\$455,000.00	\$455,000.00	\$117,900.00	*	7	Jan. & July.	\$15,925.02	\$15,925.02
Mortgage bonds	2-1 1877	2-1 1927	1,100,000.00	1,100,000.00	950,000.00	*	7	June & Dec.	66,500.00	66,500.00
Mortgage bonds	6-2 1877	6-1 1909	1,100,000.00	1,015,000.00	1,015,000.00	*	7	June & Dec.	71,050.00	71,050.00
Mortgage bonds	12-1 1879	12-1 1910	636,000.00	636,000.00	636,000.00	*	7	June & Dec.	44,520.00	44,520.00
Mortgage bonds	4-1 1881	4-1 1921	6,000,000.00	1,382,000.00	1,382,000.00	*	6	April & Oct.	82,920.00	82,920.00
First consolidated	11-2 1894	11-1 1934	10,000,000.00	5,282,000.00	5,282,000.00	\$4,824,300.00	5	May & Nov.	204,100.00	204,100.00
First and refunding	3-1 1899	3-1 1949	25,000,000.00	10,413,000.00	10,413,000.00	8,438,150.00	4	Mar. & Sept.	407,493.20	407,493.20

Des Moines & Fort Dodge Company's bonds guaranteed as to principal and interest.

First mortgage bonds.....	1-1 1905	1-1 1935	\$3,072,000.00	\$3,072,000.00	\$3,072,000.00	\$2,764,800.00	4	Jan. & July.	122,880.00	122,880.00
Second mortgage bonds.....	4-1 1908	10-1 1935	\$1,000,000.00	\$600,000.00	\$600,000.00	.....	5	April & Oct.	30,000.00	30,000.00
Gold notes, 5-year 5 per cent.:	2-1 1906	2-1 1911	5,000,000.00	5,000,000.00	5,000,000.00	4,808,950.00	5	Jan. & July.	104,166.66	104,166.66
Total:			\$44,291,000.00	\$25,283,000.00	\$25,283,000.00	\$25,283,000.00				
Mortgage bonds			5,000,000.00	5,000,000.00	5,000,000.00	19,795,900.00			\$1,105,388.31	\$1,105,388.31
Miscellaneous obligations			\$49,291,000.00	\$25,283,000.00	\$25,283,000.00	\$24,795,900.00			104,166.66	104,166.66
Grand total									\$1,209,554.97	\$1,209,554.97

*No record.

†Not included in grand total.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. United States Express Co.—Compensation based upon receipts of express company, with an established minimum.

2. United States Postoffice Dept. —Compensation based upon weight of mail and size of mail compartments in cars.

3. The Pullman Company—The Pullman Company is paid a certain rate per car mile for the use of their cars, based upon yearly revenue, the maximum rate being 2 cents. The revenue derived from the sale of seats and berths accrues to them.

4. Various Railroads—Interline billing to facilitate movement of freight.

4. Chicago Great Western Railway Company—For use of small piece of track in Minneapolis; compensation an agreed amount.

Chicago, St. Paul, Minneapolis & Omaha Railway Company—For use of line between Minneapolis and Merriam; compensation based upon cost of road and wheelage proportion of maintenance.

Great Northern Railway Company—For use of tracks in Minneapolis, for agreed proportion of maintenance, etc. For use of passenger station in Minneapolis; compensation based upon cost.

Illinois Central Railroad Company—For use of round house, yards and depot facilities at Albert Lea, Minn., compensation being an agreed amount and wheelage proportion of maintenance.

Iowa Central Railway Company For use of round house, yards and depot facilities at Albert Lea, Minn., compensation being an agreed amount and wheelage proportion of maintenance.

Minneapolis, St. Paul & Sault Ste. Marie Railway Company—For use of tracks, 1st St. N. to 20th Av. S., Minneapolis, compensation being an agreed amount and wheelage proportion of maintenance.

Northern Pacific Railway Company—For use of tracks between Minneapolis and St. Paul; compensation based upon cost of road and wheelage proportion of maintenance. For use of round house, freight house and yards at St. Paul, compensation being an agreed amount and proportion of maintenance. For use of tracks, 1st St. N. to 20th Av. S. and St. P. M. & M. crossing, Minneapolis, compensation being based upon cost of property and wheelage proportion of maintenance.

Railway Transfer Company—For use of main tracks, 1st St. N. to 20th Av. S., and yard facilities below 10th Av. S., Minneapolis, compensation being an agreed amount and a wheelage proportion of maintenance of main tracks.

7. Western Union Telegraph Company Telegraph company retains all telegraph tolls collected and transmits all railroad company's messages without charge.

9. St. Paul Union Depot Company—For use of passenger station and facilities at St. Paul, Minn.; compensation based upon number of cars entering and leaving passenger depot.

George Allanson—News stand in passenger station at Minneapolis and news privilege on passenger trains, compensation being an agreed amount.

Sundry contracts with firms and individuals for use of right of way and depot grounds for elevators, coal sheds, lumber yards, etc., compensation being merely a nominal amount.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

COMMODITY	Freight originating on this Road	Freight received from connecting roads and other cars	TOTAL FREIGHT TONNAGE	
	Whole Tons	Whole Tons	Whole Tons	Per cent
Commodity				
Products of Agriculture—				
Grain	365,167	39,460	404,627	21.66
Flour	242,776	2,005	244,781	13.11
Other mill products	37,777	1,272	39,049	2.09
Hay	1,603	141	1,744	.09
Tobacco				
Cotton		1,152	1,152	.06
Fruit and vegetables	14,897	28,906	43,803	2.35
Other products of agriculture		54	54	.....
Total	662,220	72,990	735,210	39.36
Products of Animals—				
Live stock	32,747	1,148	33,895	1.81
Dressed meats	7,505	11,852	19,357	1.04
Other packing house products	5,451	707	6,158	.33
Poultry, game and fish	694	1,503	2,197	.12
Wool	528	417	945	.05
Hides and leather	139	521	660	.03
Other products of animals	5,109	843	5,952	.32
Total	52,173	16,991	69,164	3.70
Products of Mines—				
Anthracite coal	33	24,199	24,232	1.30
Bituminous coal	9,986	253,072	263,058	14.08
Coke	158	4,687	4,845	.26
Ores		934	934	.05
Stone, sand and other like articles	9,071	5,847	14,918	.80
Other products of mines	160	5,345	5,505	.29
Total	19,408	294,084	313,492	16.78
Products of Forests—				
Lumber	122,881	72,553	195,434	10.46
Other products of forests	24,349	9,303	33,652	1.80
Total	147,230	81,856	229,086	12.26
Manufactures—				
Petroleum and other oils	6,482	16,401	22,883	1.23
Sugar	3,615	10,235	13,850	.74
Naval stores				
Iron, pig and bloom	6,797	6,826	13,623	.73
Iron and steel rails	83	15,421	15,504	.83
Other castings and machinery	8,783	14,634	23,417	1.25
Bar and sheet metal	1,858	8,860	10,718	.57
Cement, brick and lime	80,372	34,516	114,880	6.15
agricultural implements	1,815	8,052	9,867	.53
Wagons, carriages, tools, etc.	357	3,485	3,842	.21
Wines, liquors and beers	6,732	9,376	16,108	.86
Household goods and furniture	6,302	7,553	13,855	.74
Other manufactures	840	13,234	14,074	.76
Total	124,036	148,593	272,629	14.60
Merchandise	117,656	38,652	156,308	8.37
Miscellaneous—				
Other commodities not mentioned above	37,752	54,250	92,002	4.93
Total tonnage—Minnesota	1,160,475	707,416	1,867,891	100.00
Total tonnage—Entire line	1,635,603	817,257	2,452,860	.....

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	259.00	371.51			275.35	29.21	935.97		.14	906.62
Miles of second track.....	9.92					14.07	23.99			9.92
Miles of yard track and sidings.....	82.97	47.59			33.44	5.01	169.01	6.01	4.93	159.07
Total mileage operated (all tracks).....	352.79	419.10			308.79	48.29	1,128.97	6.01	5.07	1,075.61

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Minnesota.....	39.21	935.97			906.62	10.11	389.58			379.47
Iowa.....	14.07	23.99			9.92	19.10	368.98			349.74
South Dakota.....	5.01	169.01	6.01	4.93	159.07		177.41			177.41
Total mileage operated (single track).....	48.29	1,128.97	6.01	5.07	1,075.61	29.21	935.97			906.62

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota.....	129.07	257.40	379.47			370.47
Iowa.....	137.83	74.43	212.26		.14	212.12
South Dakota.....		39.68	39.68			39.68
Total mileage owned (single track).....	259.90	371.51	631.41		.14	631.27

(Page 67 B.)

MILEAGE STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock			Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs								Iron	Steel
Miles of single track.....	122.07	257.40					10.11	389.58			379.47
Miles of yard track and sidings.....	63.31	34.44					4.40	102.15	3.23	3.34	94.41
Total mileage operated (all tracks).....	185.38	291.84					14.51	491.73	3.23	3.34	473.88

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota							10.11	389.58			379.47
Minnesota	122.07	257.40					10.11	389.58			379.47
Total mileage operated (single track)....	122.07	257.40					10.11	389.58			379.47

C. Mileage of Line Owned by States and Territories (Single Track).

State or Minnesota	Line Represented by Capital Stock			Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Minnesota	122.07	257.40		379.47			379.47
Total mileage owned (single track).....	122.07	257.40		379.47			379.47

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

MINNEAPOLIS EASTERN RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minneapolis Eastern Railway Company.
2. Date of organization? June 18, 1878.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chapter 34, General Statutes of Minnesota.

EXPLANATORY REMARKS.

The information given in this report is necessarily incomplete, as the company is a local switching line in the City of Minneapolis, Minn.

Its business is transferring from one railroad to another or from a railroad to an industry.

The way-bills showing contents of cars never reach us, and we have no means nor interest in knowing what the contents of cars are.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address	Date of Expiration of Term
F. A. Chamberlain.....	Minneapolis, Minnesota.....	June 10, 1908
J. Wilson.....	St. Paul, Minnesota.....	June 10, 1908
E. E. Woodman.....	St. Paul, Minnesota.....	June 10, 1908
J. T. Clark.....	St. Paul, Minnesota.....	June 10, 1908
A. W. Trenholm.....	St. Paul, Minnesota.....	June 10, 1908
A. J. Earling.....	Chicago, Illinois.....	June 10, 1908
E. D. Sewall.....	Chicago, Illinois.....	June 10, 1908
H. B. Earling.....	Minneapolis, Minnesota.....	June 10, 1908
W. H. Norris.....	Minneapolis, Minnesota.....	June 10, 1908

Total number of stockholders at date of last election? Eleven.

Date of last meeting of stockholders for election of directors? June 10, 1907.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, L. A. Robinson; title, auditor; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President	F. A. Chamberlain.....	Minneapolis, Minnesota
First vice-president.....	A. J. Earling.....	Chicago, Illinois
Secretary	H. B. Earling.....	Minneapolis, Minnesota
Treasurer	H. B. Earling.....	Minneapolis, Minnesota
Attorney or general counsel.....	W. H. Norris.....	Minneapolis, Minnesota
Auditor	L. A. Robinson.....	St. Paul, Minnesota

(Page 9 A.)

PROPERTY OPERATED--STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account--Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
1. A. Minneapolis Eastern Railway Co.....	Main line in Minnesota.....	.....	1.13
Total .....	.....	.....	1.13

EXPLANATORY REMARKS.

The total mileage of main line is 2.94 miles. Of this amount 1.81 miles is situated in East Minneapolis, is not operated, leaving 1.13 miles of operated main line.

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	10,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$1,000,000.00
Total amount issued and outstanding.....	\$125,000.00
Dividends declared during year—	
Rate	8 per cent
Amount	\$10,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash:

Common—

Total number shares issued and outstanding.....	300
Total cash realized.....	\$30,000.00

Issued for Construction:

Common—

Number of shares issued during year.....	950
Total number of shares issued and outstanding.....	950

Totals—

Number of shares issued during year.....	950
Total number of shares issued and outstanding.....	1,250
Total cash realized.....	\$30,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Balance of Amount Issued	Amount Outstanding in hands of the Public	Cash Realized on Amount Sold	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage bonds.....	1-1 1879	1-1 1909	\$150,000.00	\$150,000.00	\$150,000.00	\$120,000.00	7	Jan. & July.	\$10,500.00	\$10,500.00
Total:			\$150,000.00	\$150,000.00	\$150,000.00	\$120,000.00			\$10,500.00	\$10,500.00
Mortgage bonds			\$150,000.00	\$150,000.00	\$150,000.00	\$120,000.00			\$10,500.00	\$10,500.00
Grand total			\$150,000.00	\$150,000.00	\$150,000.00	\$120,000.00			\$10,500.00	\$10,500.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

At a meeting of directors held Wednesday, June 14, 1906, the following resolution was adopted:

WHEREAS, This company has invested in its property the sum of two hundred and seventy-five thousand one hundred and thirty and ninety-nine one-hundredths dollars (\$275,130.99), and

WHEREAS, For one hundred and fifty thousand dollars (\$150,000.00) of that sum bonds have been issued, and thirty thousand dollars (\$30,000.00) of stock has been issued; therefore,

Resolved, That stock be issued for ninety-five thousand dollars (\$95,000.00) of the remainder of such interest and that certificates be issued therefor as follows, for forty-seven thousand five hundred dollars (\$47,500.00) thereof to Marvin Hughitt, trustee, and forty-seven thousand five hundred dollars (\$47,500.00) thereof to Mr. A. J. Earling, trustee.

At a meeting of directors held June 14, 1906, the following resolution was adopted:

Resolved, That a dividend of eight (8) per cent be declared and paid on the stock of this company, including the ninety-five thousand dollars (\$95,000.00) of stock just issued.

At a meeting of directors held on Saturday, November 10, 1906, the following resolution was adopted.

WHEREAS, The Chicago, Milwaukee & St. Paul Railway Company and the Chicago, St. Paul, Minneapolis & Omaha Railway Company have heretofore from time to time paid on account of this company the coupons of this company's issue first mortgage bonds bearing 7 per cent interest as they become due and carried the same until such time as this company had funds to reimburse them; and

WHEREAS, The interest at six (6) per cent per annum on the amounts so advanced by these companies to November 1, 1902, at which time the amount so advanced had been fully paid back, amounts to one hundred and twelve thousand five hundred eighty-five and seventy-two one-hundredths dollars (\$112,585.72), no part of which has ever been paid.

Now, therefore, the proper officer of this company is hereby directed and authorized to charge to income account of this company with such \$112,585.72 and credit the same in equal proportions to the Chicago, Milwaukee & St. Paul Railway Company and the Chicago, St. Paul, Minneapolis & Omaha Railway Company, and said officer is further authorized and directed to pay to such companies, share and share alike, from time to time, such sums as the finances of this company admit, until such sum is fully paid.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track.....	1.13	.....	.....	.....	.....	1.13	.....	.....	1.13
Miles of yard track and sidings.....	1.26	.....	.....	.....	.....	1.26	.....	.....	1.26
Total mileage operated (all tracks).....	2.39	.....	.....	.....	.....	2.39	.....	.....	2.39

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	1.13	.....	.....	.....	.....	1.13	.....	.....	1.13
Total mileage operated (single track)....	1.13	.....	.....	.....	.....	1.13	.....	.....	1.13

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	2.94	.....	2.94	.....	.....	2.94
Total mileage owned (single track).....	2.94	.....	2.94	.....	.....	2.94

(Page 67 B.)

MILEAGE STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	1.13	.....	.....	.....	.....	.....	1.13	.....	.....	1.13
Miles of yard track and sidings.....	1.26	.....	.....	.....	.....	.....	1.26	.....	.....	1.26
Total mileage operated (all tracks).....	2.39	.....	.....	.....	.....	.....	2.39	.....	.....	2.39

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	1.13	.....	.....	.....	.....	.....	1.13	.....	.....	1.13
Total mileage operated (single track)...	1.13	.....	.....	.....	.....	.....	1.13	.....	.....	1.13

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Lines Represented by Capital Stock		Total Mileage Owned	Rails	
	Main Line	Branches and Spurs		Iron	Steel
	2.94	.....	2.94	.....	2.94
Minnesota	2.94	.....	2.94	.....	2.94
Total mileage owned (single track).....	2.94	.....	2.94	.....	2.94

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

MINNEAPOLIS, RED LAKE & MANITOBA RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minneapolis, Red Lake & Manitoba Railway Company.
2. Date of organization? June 5, 1904.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota. Statutes of 1894, chapter 34, title 1. Amended and embraced in Revised Laws of Minnesota 1905, chapter 58.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address	Date of Expiration of Term
C. A. Smith.....	Minneapolis, Minnesota.....	} First Wednesday in May, 1907.
C. S. Hulbert.....	Minneapolis, Minnesota.....	
C. M. Amsden.....	Minneapolis, Minnesota.....	
C. J. Johnson.....	Minneapolis, Minnesota.....	
C. S. Pillsbury.....	Minneapolis, Minnesota.....	
N. O. Werner.....	Minneapolis, Minnesota.....	
A. Ueland.....	Minneapolis, Minnesota.....	

Total number of stockholders at date of last election? Sixteen.

Date of last meeting of stockholders for election of directors? June 4, 1906.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Bemidji, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President	C. A. Smith.....	Minneapolis, Minnesota
First vice-president.....	C. S. Hulbert.....	Minneapolis, Minnesota
Secretary	A. Ueland.....	Minneapolis, Minnesota
Treasurer	N. O. Werner.....	Minneapolis, Minnesota
Auditor	H. F. Wharton.....	Minneapolis, Minnesota
General manager.....	W. G. Marson.....	Bemidji, Minnesota
Chief engineer.....	M. T. Stoner.....	Bemidji, Minnesota

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Minneapolis, Red Lake & Manitoba Railway Co.	Remidji, Minn.	Redby, Minn.	33.50	33.50
Total				33.50

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	1,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$100,000.00
Total amount issued and outstanding.....	\$100,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash:

Common—

Number of shares issued during year.....	47
Total number shares issued and outstanding.....	1,000

EXPLANATORY REMARKS.

During the year the remaining forty-seven shares of capital stock were issued. There was no cash received for this, as the understanding is that the \$100,000 of capital stock is to be paid in full and the balance of the money invested is realized on the bonds. For this reason the amount given as realized from the sale of the bonds is given as \$4,700 less than last year, and the amount stated as realized from the capital stock is \$4,700 more.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate	When Payable	Amount Accrued During Year	Amount Paid During Year
20-year gold	1905	1925	\$700,000.00	\$700,000.00	\$700,000.00	\$342,800.00	5	May & Nov.	\$35,000.00	
Total			\$700,000.00	\$700,000.00	\$700,000.00	\$342,800.00			\$35,000.00	
Grand total			\$700,000.00	\$700,000.00	\$700,000.00	\$342,800.00			\$35,000.00	

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE	Lines Represented by Capital Stock		Total Mileage Operated	New Line Constructed during year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Miles of single track.....	33.50	.....	.....	.....	.....	33.50
Miles of yard track and sidings.....	7.42	.....	.....	.....	.....	7.42
Total mileage operated (all tracks).....	40.92	.....	.....	.....	.....	40.92

(Page 67 B.)

MILEAGE STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

State of Minnesota	Lines Represented by Capital Stock		Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	33.50	.....	.....	.....	.....	.....	33.50
Miles of yard track and sidings.....	7.42	.....	.....	.....	.....	.....	7.42
Total mileage operated (all tracks).....	40.92	.....	.....	.....	.....	.....	40.92

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minneapolis, St. Paul & Sault Ste. Marie Railway Company.

2. Date of organization? June 11, 1888.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

The Menominee & Sault Ste. Marie Railway Company was organized April 20, 1865, under the general incorporation laws of Michigan.

The Minneapolis, Sault Ste. Marie & Atlantic Railway Company was organized September 29, 1883, under the general incorporation laws of Wisconsin.

Said two parties were consolidated March 22, in the year 1886, under paragraphs 3343 and 3344, pages 854 and 855, Howell's Annotated Statutes of Michigan, and section 832, supplemented to the Revised Statutes of Wisconsin.

The Minneapolis & Pacific Railway Company was organized September 4, 1884, and the Minneapolis & St. Croix Railway Company September 15, 1885, under the general incorporation laws of Minnesota.

The Aberdeen, Bismarck & Northwestern Railway Company was organized May 30, 1883, under the general incorporation laws of the Territory of Dakota.

June 11, 1888, the said consolidated company, the said Minneapolis & Pacific Railway Company, the said Minneapolis & St. Croix Railway Company, and the said Aberdeen, Bismarck & Northwestern Railway Company was consolidated, and all their right, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company, under the statutes above referred to and paragraphs 66, 67 and 68, pages 381 and 382, General Laws of Minnesota, for the year 1878, and chapter 94, General Laws of Minnesota for the year 1881, and Chapter 46, General Laws of the Territory of Dakota for the year 1876.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

5. Date and authority for each consolidation?

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address	Date of Expiration of Term
Thomas Lowry.....	Minneapolis, Minnesota.....	} Third Tuesday in September, 1907.
Edmund Pennington.....	Minneapolis, Minnesota.....	
W. D. Washburn.....	Minneapolis, Minnesota.....	
W. L. Martin.....	Minneapolis, Minnesota.....	
G. R. Newell.....	Minneapolis, Minnesota.....	
C. H. Pettitt.....	Minneapolis, Minnesota.....	
Alfred H. Bright.....	Minneapolis, Minnesota.....	
E. A. Young.....	St. Paul, Minnesota.....	
Sir W. C. VanHorne.....	Montreal, Canada.....	
Sir T. G. Shaughnessy.....	Montreal, Canada.....	
R. B. Angus.....	Montreal, Canada.....	

Total number of stockholders at date of last election? Three hundred and forty-four.

Date of last meeting of stockholders for election of directors? September 18, 1906.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, C. W. Gardner; title, auditor; address, Minneapolis, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President	Thomas Lowry.....	Minneapolis, Minnesota
First vice-president.....	E. Pennington.....	Minneapolis, Minnesota
Second vice-president.....	W. L. Martin.....	Minneapolis, Minnesota
Secretary	C. F. Clement.....	Minneapolis, Minnesota
Treasurer	C. F. Clement.....	Minneapolis, Minnesota
General solicitor.....	A. H. Bright.....	Minneapolis, Minnesota
Assistant solicitor.....	H. B. Dike.....	Minneapolis, Minnesota
Auditor	C. W. Gardner.....	Minneapolis, Minnesota
Assistant auditor.....	R. Kirkwood.....	Minneapolis, Minnesota
Traffic auditor.....	A. A. Bell.....	Minneapolis, Minnesota
General manager.....	E. Pennington.....	Minneapolis, Minnesota
Chief engineer.....	Thos. Greene.....	Minneapolis, Minnesota
General superintendent.....	G. R. Huntington.....	Minneapolis, Minnesota
Division superintendent.....	F. W. Curtis.....	Minneapolis, Minnesota
Division superintendent.....	G. S. Baxter.....	Enderlin, North Dakota
Division superintendent.....	J. R. Michaels.....	Thief River Falls, Minn.
Division superintendent.....	S. W. Derrick.....	Bismarck, North Dakota
Superintendent of telegraph.....	H. A. Tuttle.....	Minneapolis, Minnesota
Traffic manager.....	W. L. Martin.....	Minneapolis, Minnesota
Assistant general freight agent.....	Thos. Sands.....	Minneapolis, Minnesota
General freight agent.....	G. C. Conn.....	Minneapolis, Minnesota
Assistant general freight agent.....	E. D. Parker.....	St. Paul, Minnesota
General passenger agent.....	W. R. Callaway.....	Minneapolis, Minnesota
Assistant general passenger agent.....	H. Lewis.....	St. Paul, Minnesota
Land commissioner.....	C. A. Campbell.....	Minneapolis, Minnesota

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
1. A. Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	St. Croix River.....	North Dakota state line.....	225.72
1. B. Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	Cardigan Junction.....	St. Paul.....	5.56
	Glenwood.....	Emerson.....	265.05
	Thief River Falls.....	Red River.....	45.60
5. Northern Pacific Railway.....	St. Paul and Minneapolis terminals.....		541.93
Minneapolis & St. Louis Railroad.....	Minneapolis terminals.....		14.37
Chicago, Milwaukee & St. Paul Railway.....	Minneapolis terminals.....		1.62
St. Paul Union Depot Co.....	St. Paul terminals.....		.70
			.57
Total			17.26
			559.19

PROPERTY OPERATED.

(Page 9.)

NAME	TERMINALS		Miles of Line for Each Class of Road Named	Miles of Line for Each Class of Road Named
	From	To		
1. A. Minneapolis, St. Paul & Sault Ste. Marie Ry.....	Sault Ste. Marie, Mich.....	Minneapolis	490.02	
	Minneapolis	Portal, N. D.....	550.59	
	Gladstone (standard).....	Coal Dock, Mich.....	1.53	
	Masonville (standard).....		.76	
	Cherry Valley (standard).....		.44	
	Marblehead (narrow).....		.94	
	Spaulding (standard).....		1.42	
	Rex		2.20	
	Settitt (standard).....		1.70	
	Ford River.....	Meads Quarry, Mich.....	12.24	
	Spur No. 372 (narrow).....		1.30	
	Prentice (narrow).....		6.80	
	Rhineland (narrow).....		.53	
	Tony Branch.....		.58	
	Dresser Junction, Wis.....	North, Wis.....	2.21	
	Summit Junction, Wis.....	St. Croix Falls, Wis.....	4.30	
	Cameron, Wis.....	Frederic, Wis.....	22.43	
	Barron, Wis.....	Reserve, Wis.....	41.64	
	Rapid River, Mich.....	Ridgeland, Wis.....	18.52	
	Cardigan Junction, Minn.....	Eben Junction, Mich.....	30.55	
	Glenwood, Minn.....	St. Paul, Minn.....	5.56	
	Thief River Falls, Minn.....	Noyes, Minn.....	265.05	
	Hankinson, N. D.....	Kenmare, N. D.....	296.44	
	Bismarck, N. D.....	Bismarck, N. D.....	214.18	
	Max, N. D.....	Max, N. D.....	91.27	
	Wishek, N. D.....	Plaza, N. D.....	36.85	
	Egeland, N. D.....	Poldock, S. D.....	70.35	
	Drake, N. D.....	Armourdale, N. D.....	21.88	
	Flaxton, N. D.....	Dodgen, N. D.....	19.46	
		Ambrose, N. D.....	51.14	
				2,262.88
5. Northern Pacific Railway.....	St. Paul and Minneapolis ter- minals.....		14.37	
Minneapolis & St. Louis Railroad.....	Minneapolis terminals.....		1.02	
Chicago, Milwaukee & St. Paul Railway.....	Minneapolis terminals.....		.70	
St. Paul Union Depot Co.....	St. Paul terminals.....		.57	
Sault Ste. Marie joint terminals.....	Sault Ste. Marie terminals.....		1.91	
				10.17
Total				2,282.05

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

Controlled through ownership of the following capital stock prior to 1890:

Preferred shares	35,334
Common shares	70,641

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	140,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$14,000,000.00
Total amount issued and outstanding.....	\$14,000,000.00
Dividends declared during year.....	\$554,012.00

Preferred—

Number of shares authorized.....	70,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$7,000,000.00
Total amount issued and outstanding.....	\$7,000,000.00
Dividends declared during year.....	\$484,687.00

Totals—

Number of shares authorized.....	210,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$21,000,000.00
Total amount issued and outstanding.....	\$21,000,000.00
Dividends declared during year.....	\$1,038,699.00

All stock of the present company was issued in exchange for stock of the constituent companies under articles of consolidation, in June, 1885.

(Pag. 10.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding		Rate	When Payable	Interest	
	Date of Issue	When Due							Amount Accrued During Year	Amount Paid During Year
Minneapolis & Pacific Railway first mortgage bonds	1-1 1886	1-1 1936	\$4,290,000.00	\$4,290,000.00	\$306,000.00		4	Jan. & July.	\$12,240.00	\$12,300.00
Minneapolis, Sault Ste. Marie & Atlantic Ry. first mortgage bonds..	1-1 1886	1-1 1926	10,000,000.00	10,000,000.00	8,204,000.00		4 & 5	Jan. & July.	328,200.00	328,340.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. consolidated bonds....	7-1 1888	7-1 1938	50,115,000.00	41,603,000.00	41,603,000.00		4	Jan. & July.	1,350,200.00	1,322,500.00
Total			\$64,405,000.00	\$55,895,000.00	50,115,000.00				1,899,640.00	1,863,140.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. second mortgage bonds	1-1 1899	1-1 1949	5,000,000.00	3,500,000.00	3,500,000.00		4	Jan. & July.	140,000.00	139,540.00
Total			\$69,405,000.00	\$59,395,000.00	53,615,000.00				\$2,039,640.00	\$2,002,680.00
Grand total			\$69,405,000.00	\$59,395,000.00	53,615,000.00				\$2,039,640.00	\$2,002,680.00

(Page 21.)

FUNDED DEBT—Continued.

Equipment Trust Obligations.

A. GENERAL STATEMENT.

Series or Other Designation	Date of Issue	Term	Number of Payments	Equipment Covered
Victoria Rolling Stock Co.....	Aug. 2, 1897	10 years	20	500 box cars. 50 locomotives. 63 passenger cars. 1,000 box cars.
W. A. Read & Co.....	Jan. 3, 1907	10 years	21	200 flat cars. 25 cabooses. 1 steam wrecker.

*Represented by twenty semi-annual payments of \$13,394.97, each payable at Toronto, Canada. First note payable February 1, 1898.
 †Represented by cash payment of \$357,001.25, nineteen semi-annual payments of \$96,000 each and a final payment of \$111,000, due January 1, 1917. All payments are covered by notes of \$1,000, each denomination bearing interest at 5 per cent per annum, payable to bearer at Bank of Montreal, New York.

B. STATEMENT OF AMOUNT.

Series or Other Designation	Cash Paid on Delivery of Equipment	Deferred Payments—Principal		Deferred Payments Interest			
		Original Amount	Amount Outstanding	Original Amount	Amount Outstanding	Amount Accrued During Year	Rate
Victoria Rolling Stock Co.....	\$49,500.00	\$317,399.40	\$13,394.97	.....	.....	.....	.....
W. A. Read & Co.....	557,001.25	1,935,000.00	1,935,000.00	\$48,375.00	\$48,375.00	\$48,375.00	5
Total	\$606,501.25	\$2,252,399.40	\$1,948,394.97	\$48,375.00	\$48,375.00	\$48,375.00	5

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Revision of main line, 0.72; Cardigan Jct. to St. Paul, 0.22; Thief River Falls to Red River, 0.02.

7. \$8,500,000 Minneapolis, St. Paul & Sault Ste. Marie Railway consolidated bonds issued; \$1,935,000 equipment trust notes issued.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Western Express Company—This express company operates over the lines of the Minneapolis, St. Paul & Sault Ste. Marie Railway Co. and the Duluth, South Shore & Atlantic Railway. The net earnings being divided between the companies.

2. United States Postoffice Department—

	Mileage.	Rate.
Route 139059, St. Paul to Sault Ste. Marie, Mich.....	490.65	\$170.15
Route 141058, St. Paul to Hankinson, N. D.....	219.99	266.11
Route 141101, Cardigan Junction to Atlantic Junction, Minn.....	9.40	133.38
Route 141072, Glenwood to Detroit, Minn.....	93.96	42.75
Route 141076, Detroit to Emerson, Minn.....	173.28	42.75
Route 161034, Thief River Falls to Kenmare, N. D.....	300.04	66.69

3. Sleepers and Diners—This company owns its sleepers and diners and operates them jointly with the Canadian Pacific Railway.

4. No contract.

5. No contract.

6. No contract.

7. This company owns and operates its telegraph line.

8. No contract.

9. No other contracts.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	1,123,542	3,979	1,127,521	35.60
Flour	258,094	4,635	262,729	8.29
Other mill products.....	51,948	2,079	54,027	1.71
Hay	8,298	21	8,319	.26
Tobacco		343	343	.01
Cotton				
Fruit and vegetables.....	23,036	3,991	27,027	.85
Other products of agriculture.....	4,060	3,060	7,120	.23
Total	1,468,978	18,108	1,487,086	46.95
Products of Animals—				
Live stock.....	41,115	2,498	43,613	1.37
Dressed meats.....	16,391	1,156	17,547	.55
Other packing house products.....	5,738	1,239	6,977	.22
Poultry, game and fish.....	789	6,654	7,443	.24
Wool	66	93	159	.01
Hides and leather.....	2,774	9,965	12,739	.40
Other products of animals.....	7,293	523	7,816	.25
Total	74,166	22,128	96,294	3.04
Products of Mines—				
Anthracite coal.....		34,607	34,607	1.09
Bituminous coal.....		180,936	180,936	5.71
Coke	158	775	933	.03
Ores		2,724	2,724	.09
Stone, sand and other like articles.....	11,061	8,974	20,035	.63
Other products of mines.....	318	9,092	9,410	.30
Total	11,537	237,108	248,645	7.85
Products of Forests—				
Lumber.....	501,919	116,878	618,797	19.53
Other products of forests.....	8,299	4,542	12,841	.41
Total	510,218	121,420	631,638	19.94
Manufactures—				
Petroleum and other oils.....		23,800	23,800	.75
Sugar		4,227	4,227	.13
Naval stores.....	86	898	984	.03
Iron, pig and bloom.....	14,202	9,557	23,759	.75
Iron and steel rails.....		16,844	16,844	.53
Other castings and machinery.....	9,033	24,084	33,117	1.05
Bar and sheet metal.....	5,101	24,659	29,760	.94
Cement, brick and lime.....	10,582	59,912	70,494	2.42
Agricultural implements.....		35,733	35,733	1.13
Wagons, carriages, tools, etc.....		6,630	6,630	.21
Wines, liquors and beers.....	5,759	8,795	14,554	.46
Household goods and furniture.....	17,639	20,423	38,062	1.20
Other manufactures.....				
Total	68,402	235,562	303,964	9.60
Merchandise	118,568	51,530	170,098	5.37
Miscellaneous—				
Other commodities not mentioned above....	106,053	123,807	229,860	7.25
Total tonnage—Minnesota.....	2,357,922	809,663	3,167,585	100.00
Total tonnage—Entire line.....	3,637,385	1,316,792	4,954,177	

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line Operated Under Contract Etc.	Line Operated under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs					Iron	Steel
Miles of single track.....	1,040.61	1,222.27			2,262.88	198.15		2,282.05
Miles of yard track and sidings.....	262.91	103.39			366.30	71.95		366.30
Total mileage operated (all tracks).....	1,303.52	1,325.66		19.17	2,648.35	200.10		2,648.35

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory	191.00	50.88						
Michigan	191.00	50.88						252.88
Wisconsin	262.80	90.21						353.01
Minnesota	225.72	316.21						559.19
North Dakota	361.00	722.41						1,083.41
South Dakota		33.56						33.56
Total mileage operated (single track)....	1,040.61	1,222.27		19.17	2,262.88	198.15		2,282.05

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Michigan	191.00	59.88	250.97			250.97
Wisconsin	262.80	90.21	353.01			353.01
Minnesota	225.72	316.21	541.93			541.93
North Dakota	361.00	722.41	1,083.41			1,083.41
South Dakota		33.56	33.56			33.56
Total mileage owned (single track).....	1,040.61	1,222.27	2,262.88	198.15		2,282.05

REPORT RAILROAD AND WAREHOUSE COMMISSION

(Page 67 B.)

MILEAGE STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE	Line Represented by Capital Stock		Line of Proprietary Companies	Line operated under lease	Line operated under contract etc.	Line operated under trackage rights	Total Mileage Operated	New Line Constructed during year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	225.72	316.21	.....	.....	.....	17.36	559.19	.96	.....	559.19
Miles of yard track and sidings.....	77.52	32.21	.....	.....	.....	.....	109.73	43.41	.....	109.73
Total mileage operated (all tracks).....	303.24	348.42	.....	.....	.....	17.36	668.92	44.37	.....	668.92

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	225.72	316.21	.....	.....	.....	17.36	559.19	.96	.....	541.93
Total mileage operated (single track)....	225.72	316.21	.....	.....	.....	17.36	559.19	.96	.....	541.93

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	225.72	316.21	541.93	.96	.....	541.93
Total mileage owned (single track).....	225.72	316.21	541.93	.96	.....	541.93

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

MINNEAPOLIS WESTERN RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minneapolis Western Railway Company.
2. Date of organization? November 1, 1884.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Title 1 of chapter 34 of the General Statutes of the State of Minnesota.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address	Date of Expiration of Term
Louis W. Hill.....	St. Paul, Minnesota.....	} When successor is elected.
R. I. Farrington.....	St. Paul, Minnesota.....	
Edward Sawyer.....	St. Paul, Minnesota.....	
W. R. Begg.....	St. Paul, Minnesota.....	
F. E. Ward.....	St. Paul, Minnesota.....	

- Total number of stockholders at date of last election? Six.
- Date of last meeting of stockholders for election of directors? November 19, 1906.
- Give postoffice address of general office? St. Paul, Minn.
- Give postoffice address of operating office? Minneapolis, Minn.
- Give name and address of officer to whom correspondence regarding this report should be addressed? Name, I. G. Drew; title, comptroller; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President	Louis W. Hill.....	St. Paul, Minnesota
Vice-president	R. I. Farrington.....	St. Paul, Minnesota
Secretary	E. Sawyer.....	St. Paul, Minnesota
Treasurer	W. R. Begg.....	St. Paul, Minnesota
General solicitor.....	J. G. Drew.....	St. Paul, Minnesota
Comptroller	F. E. Ward.....	St. Paul, Minnesota
General manager	A. H. Hogeland.....	St. Paul, Minnesota
Chief engineer.....	P. L. Clarity.....	Minneapolis, Minnesota
Superintendent	W. W. Broughton.....	St. Paul, Minnesota
Traffic manager.....		

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Minneapolis Western Railway.....	In Minneapolis.....	.....	1.69	1.69
5. Great Northern Railway.....	In Minneapolis.....	.....	.34	.34
Total .....	.....	.....		2.03

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	2,500
Par value of shares.....	\$100.00
Total par value authorized.....	\$250,000.00
Total amount issued and outstanding.....	\$250,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash:

Common—

Total number shares issued and outstanding.....	2,500
Total cash realized.....	\$250,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage bonds.....	7-1 1891	7-1 1911	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	5	Jan. & July.	\$25,000.00	\$25,150.00
Total:			\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00			\$25,000.00	\$25,150.00
Mortgage bonds			\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00			\$25,000.00	\$25,150.00
Grand total			\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00			\$25,000.00	\$25,150.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line Operated under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	1.69			2.03			1.69
Miles of yard track and sidings.....	5.20			6.46			5.20
Total mileage operated (all tracks).....	6.89		1.60	8.49			6.89

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	1.69			2.03			1.69
Total mileage operated (single track)....	1.69			2.03			1.69

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	Rails	
	Main Line	Branches and Spurs		Iron	Steel
Minnesota	1.69		1.69		1.69
Total mileage owned (single track).....	1.69		1.69		1.69

(Page 67 B.)

MILEAGE STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock				Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs					Iron	Steel
Miles of single track.....	1.69				2.03			1.69
Miles of yard track and sidings.....	5.20				1.26			5.20
Total mileage operated (all tracks).....	6.89				1.00			6.89

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	1.69				.34			1.69
Total mileage operated (single track)...	1.69				.34			1.69

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	1.69					1.69
Total mileage owned (single track).....	1.69					1.69

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.
See Table XVII.

MINNESOTA & GREAT NORTHERN RAILWAY COMPANY

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minnesota & Great Northern Railway Company.
2. Date of organization? April 1, 1904.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Title 1 of chapter 34 of Statutes of Minnesota, 1894.
7. What carrier operates the road of this company? Great Northern Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address	Date of Expiration of Term
Louis W. Hill.....	St. Paul, Minnesota.....	} When successor is elected.
R. I. Farrington.....	St. Paul, Minnesota.....	
E. Sawyer.....	St. Paul, Minnesota.....	
W. R. Begg.....	St. Paul, Minnesota.....	
F. E. Ward.....	St. Paul, Minnesota.....	

Total number of stockholders at date of last election? Six.

Date of last meeting of stockholders for election of directors? November 19, 1906.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, J. G. Drew; title, comptroller; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title	Name	Location of Office
President	Louis W. Hill.....	St. Paul, Minnesota
Vice-president	R. I. Farrington.....	St. Paul, Minnesota
Secretary }	E. Sawyer.....	St. Paul, Minnesota
Treasurer }		
General solicitor.....	W. R. Begg.....	St. Paul, Minnesota
Comptroller	J. G. Drew.....	St. Paul, Minnesota
Chief engineer.....	A. H. Hogeland.....	St. Paul, Minnesota

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[For Roads Not Making Operating Reports.]

Name of Railroad the Income of Which from Lease, or from Other Assignment for Operation, is Included in the Income Account—Page 33.

NAME	TERMINALS		By What Company Operated.	Under What Kind of Con- tract Operated	Miles of Line
	From	To			
Minnesota & Great Northern Ry.....	Thief Riv. Falls.	Greenbush	Great Northern Ry.....	Contract	41.09

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract or other agreement, or through ownership of capital stock.

Contract entered into with the Great Northern Railway Company, whereby the said company undertakes to maintain and operate this company's railway, to collect and receive all the rents, tolls, fares and freights accruing from and growing out of the operation, and from said revenues to pay the expenses of maintaining and operating the railway, handing over to this company from time to time, at such periods as the two companies may find best for their mutual convenience, the net proceeds of such operation and charge against this company all deficiencies of said revenues to meet the expenses of maintenance and operation. Contract to take effect November 28, 1904, and to continue in force until after the expiration of three months after notice by either party of the desire to terminate the contract.

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	25,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$2,500,000.00
Total amount issued and outstanding.....	\$1,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash:

Common—

Total number shares issued and outstanding.....	10
Total cash realized.....	\$1,000.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE.

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Lines Represented by Capital Stock		Total Mileage Owned	New Line Con- structed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	41.09	.....	41.09	.....	.....	41.09
Total mileage owned (single track).....	41.09	.....	41.09	.....	.....	41.09

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Con- structed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	41.09	.....	41.09	.....	.....	41.09
Total mileage owned (single track).....	41.09	.....	41.09	.....	.....	41.09

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.
See Table XVII.

MINNESOTA & INTERNATIONAL RAILWAY COMPANY.

(Page 8.)

HISTORY.

1. Name of common carrier making this report? Minnesota & International Railway Company.

2. Date of organization? July 16, 1900.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota, General Statutes, chapter 34, title 1.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Minnesota & International Railway Company purchased all of the stock and property and assumed operation of the Brainerd & Northern Minnesota Railway July 1, 1901. The Brainerd & Northern Minnesota Railway was organized under chapter 34, title 1, on May 17, 1892.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
Howard Elliott	St. Paul, Minn.....	October 1, 1907
D. C. Shepard.....	St. Paul, Minn.....	October 1, 1907
C. W. Bunn.....	St. Paul, Minn.....	October 1, 1907
Thos. Cooper	St. Paul, Minn.....	October 1, 1907
W. H. Gemmell.....	Brainerd, Minn.....	October 1, 1907
A. E. Horr.....	Minneapolis, Minn.....	October 1, 1907
E. W. Backus.....	Minneapolis, Minn.....	October 1, 1907

Total number of stockholders at date of last election? Ten.

Date of last meeting of stockholders for election of directors? October 9, 1906.

Give postoffice address of general office? Brainerd, Minn.

Give postoffice address of operating office? Brainerd, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, M. W. Downie; title, auditor; address, Brainerd, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office
President	Howard Elliott.....	St. Paul, Minnesota
First vice president.....	J. N. Hill.....	New York City, N. Y.
Secretary	Wm. F. Brooks.....	Minneapolis, Minnesota
Treasurer	C. A. Clark.....	St. Paul, Minnesota
Assistant secretary	R. H. Relf.....	St. Paul, Minnesota
Auditor	M. W. Downie.....	Brainerd, Minnesota
General manager	W. H. Gemmell.....	Brainerd, Minnesota
Chief engineer	W. L. Darling.....	St. Paul, Minnesota
Superintendent	W. H. Strachan.....	Brainerd, Minnesota

EXPLANATORY REMARKS.

The general manager has charge of traffic matters, both passenger and freight.

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Minnesota & International Railway Co.....	East Brainerd.....	Northome	130.84	157.05
1. B. Minnesota & International Railway Co.....	Funkley.....	Kelleher	11.88	
	South Bemidji.....	Bemidji (Wye).....	1.81	
	Various industrial spurs.....		14.07	
2. Big Fork & Northern Railway Co.—				
A. Main line.....	Northome	Big Falls.....	31.67	32.98
B. Branches and spurs.....	Various industrial spurs.....		1.31	
5. Northern Pacific Railway Co.....	Brainerd	East Brainerd.....		1.91
Total				191.94

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract or other agreement, or through ownership of capital stock.

Controlled by the Northern Pacific Railway Company through ownership of 70 per cent of the capital stock.

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	5,000
Par value of shares.....	\$100.00
Total par value authorized.....	500,000.00
Total amount issued and outstanding.....	500,000.00
Totals—	
Number of shares authorized.....	5,000
Par value of shares.....	\$100.00
Total par value authorized.....	500,000.00
Total amount issued and outstanding.....	500,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Remarks: Unable to determine from the records the considerations for which the stock was originally issued.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Maturity	Interest		
	Date of Issue	When Due						When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage.....	7-1 1903	7-1 1923	\$2,145,000.00	\$2,145,000.00	\$2,145,000.00	\$2,000,000.00	5	Jan. & July	\$107,250.00	\$107,250.00
Total:			\$2,145,000.00	\$2,145,000.00	\$2,145,000.00	\$2,000,000.00			\$107,250.00	\$107,250.00
Mortgage bonds.....			\$2,145,000.00	\$2,145,000.00	\$2,145,000.00	\$2,000,000.00			\$107,250.00	\$107,250.00
Grand total.....			\$2,145,000.00	\$2,145,000.00	\$2,145,000.00	\$2,000,000.00			\$107,250.00	\$107,250.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF
MINNESOTA.

Here give concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with Northern Pacific Express Company, now the Northern Express Company, effective July 1, 1901, whereby the express company operates over the line of the railway company, for which it pays the railway company 50 per cent of its gross earnings.

2. Contract with United States Government for transportation of mail between Brainerd, Kelliher and Big Falls, Minn.

(Page 53.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

COMMODITY	Freight Original- ing on this road	Freight re- ceived from Connecting Roads and Other Car- riers	TOTAL FREIGHT TONNAGE	
	Whole Tons	Whole Tons	Whole Tons	Per Cent
Products of Agriculture—				
Grain	1,780	2,726	4,506	.67
Flour	335	3,460	3,801	.56
Other mill products.....	1,127	5,035	6,162	.91
Hay	4,192	1,109	5,301	.79
Tobacco		15	15	
Cotton				
Fruit and vegetables.....	317	354	671	.10
Other products of agriculture.....				
Total	7,751	12,705	20,456	3.03
Products of Animals—				
Live stock.....	1,076	395	1,471	.21
Dressed meats.....	31	1,037	1,068	.16
Other packing house products.....		37	37	.01
Poultry, game and nsh.....				
Wool				
Hides and leather.....				
Other products of animals.....				
Total	1,107	1,469	2,576	.38
Products of Mines—				
Anthracite coal.....		108	108	.02
Bituminous coal.....	550	6,006	6,556	.97
Coke				
Ores				
Stone, sand and other like articles.....	1,954	1,126	3,080	.46
Other products of mines.....				
Total	2,504	7,240	9,744	1.45
Products of Forests—				
Lumber	52,208	525	52,733	7.83
Other products of forests.....	547,208	434	547,642	81.27
Total	599,416	959	600,375	89.10
Manufactures—				
Petroleum and other oils.....		276	276	.04
Sugar				
Naval stores.....				
Iron, pig and bloom.....				
Iron and steel rails.....	647	3,879	4,526	.67
Other castings and machinery.....	435	916	1,351	.20
Bar and sheet metal.....				
Cement, brick and lime.....	960	1,848	2,808	.42
Agricultural implements.....		18	18	
Wagons, carriages, tools, etc.....				
Wines, liquors and beers.....		2,708	2,708	.41
Household goods and furniture.....	89	93	182	.03
Other manufactures.....	262	210	472	.07
Total	2,393	10,038	12,431	1.84
Merchandise	11,930	10,727	22,657	3.36
Miscellaneous—				
Other commodities not mentioned above....	3,741	1,897	5,638	.84
Total tonnage—Minnesota.....	628,842	45,035	673,877	100.00
Total tonnage—Entire line.....	628,842	45,035	673,877	100.00

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	130.34	26.71	32.98	.....	.....	1.91	191.94	1.02	.....	190.03
Miles of yard track and sidings.....	22.12	.....	2.12	.....	.....	.78	25.02	.08	.....	24.24
Total mileage operated (all tracks).....	152.46	26.71	35.10	.....	.....	2.69	216.96	1.10	.....	214.27

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	130.34	26.71	32.98	.....	.....	1.91	191.94	1.02	.....	190.03
Total mileage operated (single track)...	130.34	26.71	32.98	.....	.....	1.91	191.94	1.02	.....	190.03

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	130.34	26.71	157.05	2.54	.....	157.05
Total mileage owned (single track).....	130.34	26.71	157.05	2.54	.....	157.05

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

MINNESOTA & NORTH WISCONSIN RAILROAD COMPANY.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minnesota & North Wisconsin Railroad Company.
2. Date of organization? January 12, 1898.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, chapter 34, title 1, General Statutes 1894.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
D. F. Brooks.....	Minneapolis, Minn.	
A. S. Brooks.....	Minneapolis, Minn.	
P. R. Brooks.....	Minneapolis, Minn.	
M. J. Scanlon.....	Minneapolis, Minn.	
H. E. Gipson.....	Minneapolis, Minn.	
H. K. Brooks.....	Scanlon, Minn.	
S. D. Brooks.....	Scanlon, Minn.	

Total number of stockholders at date of last election? Eight.

Date of last meeting of stockholders for election of directors? January 9, 1907.

Give postoffice address of general office? Minneapolis, Minnesota.

Give postoffice address of operating office? Scanlon, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, D. F. Brooks; title, president; address, Minneapolis, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office
President	D. F. Brooks.....	Minneapolis, Minnesota
First vice president.....	M. J. Scanlon.....	Minneapolis, Minnesota
Second vice president.....	A. S. Brooks.....	Minneapolis, Minnesota
Secretary	H. E. Gipson.....	Minneapolis, Minnesota
Treasurer	P. R. Brooks.....	Minneapolis, Minnesota
Attorney, or general counsel.....	Geo. C. Ripley.....	Minneapolis, Minnesota
Auditor	S. D. Brooks.....	Scanlon, Minnesota
General manager	J. P. Keyes.....	Scanlon, Minnesota
General superintendent.....	S. D. Brooks.....	Scanlon, Minnesota
General freight agent.....	H. K. Brooks.....	Scanlon, Minnesota
General passenger agent.....	H. K. Brooks.....	Scanlon, Minnesota

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Minnesota & North Wisconsin Railroad Co....	Scanlon	Carolan	44.50	
1. B. Minnesota & North Wisconsin Railroad Co....	Adolph Junction.....	Adolph	1.20	
	Alden Junction.....	Alden Lake.....	3.50	
	Gallagher Junction.....	Gallagher Lake.....	1.00	
	Sucker River.....	Section 13, Town 52, Range 13	5.10	
Total				55.30

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	3,500
Par value of shares.....	\$100.00
Total par value authorized.....	350,000.00
Total amount issued and outstanding.....	10,000.00

Totals—

Number of shares authorized.....	3,500
Par value of shares.....	\$100.00
Total par value authorized.....	350,000.00
Total amount issued and outstanding.....	10,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—

Common—

Total number shares issued and outstanding.....	100
Total cash realized.....	\$10,000.00

Totals—

Total number shares issued and outstanding.....	100
Total cash realized.....	\$10,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Rate	Interest		
	Date of Issue	When Due						When Payable	Amount Accrued During Year	Amount Paid During Year
Mortgage bonds.....	1-1 1902	.....	\$200,000.00	.....	.....	\$144,902.28	5	Jan. & July	.....	.....
	1-1 1903	.....	.....	\$150,000.00	.....	47,400.30	5	Jan. & July	\$3,250.00	\$4,000.00
Total .....	.....	.....	\$200,000.00	\$200,000.00	\$50,000.00	\$101,990.58	.....	.....	\$3,250.00	\$4,000.00

EXPLANATORY REMARKS.

The authorized issue of bonds, \$200,000.00, have been retired as they matured at the rate of \$30,000 per year, until at this date there is left only \$50,000.00 still outstanding. These will mature January 1, 1908.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and Other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	483		483	1.43
Flour	19		19	.05
Other mill products				
Hay	560		560	1.66
Tobacco				
Cotton				
Fruit and vegetables	86		86	.26
Other products of agriculture				
Total	1,148		1,148	3.40
Products of Animals—				
Live stock	70		70	.21
Dressed meats	21		21	.06
Other packing house products				
Poultry, game and fish				
Wool				
Hides and leather				
Other products of animals				
Total	91		91	.27
Products of Mines—				
Anthracite coal				
Bituminous coal	1,729	3,463	5,192	1.54
Coke				
Ores				
Stone, sand and other like articles				
Other products of mines				
Total	1,729	3,463	5,192	15.36
Products of Forests—				
Lumber	73,620		73,620	21.84
Other products of forests	256,005		256,005	75.93
Total	329,625		329,625	97.77
Manufactures—				
Petroleum and other oils				
Sugar				
Naval stores				
Iron, pig and bloom				
Iron and steel rails				
Other castings and machinery				
Bar and sheet metal				
Cement, brick and lime	38		38	.13
Agricultural implements				
Wagons, carriages, tools, etc.				
Wines, liquors and beers				
Household goods and furniture				
Other manufactures	57		57	.16
Total	95		95	.29
Merchandise	935		935	2.78
Miscellaneous—				
Other commodities not mentioned above	68		68	.21
Total tonnage—Minnesota	333,691	3,463	337,154	100.00
Total tonnage—Entire line				

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	44.50	10.80	.....	55.30	.....	.....	55.30
Miles of yard track and sidings.....	4.90	.....	.....	4.90	.....	.....	4.90
Total mileage operated (all tracks).....	49.40	10.80	.....	60.20	.....	.....	60.20

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory	Total Mileage Operated	New Line Constructed During Year	Rails
All in Minnesota.....	44.50	10.80	.....
Total mileage operated (single track)....	44.50	10.80	.....
			55.30
			55.30

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota.	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
All in Minnesota.....	44.50	10.80	55.30	.....	.....	55.30

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.
See Table XVII.

MINNESOTA TRANSFER RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minnesota Transfer Railway Company.
2. Date of organization? March 10, 1883.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, title 1, chapter 34, General Statutes 1878.
(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
D. Cunningham	La Crosse, Wis.....	June, 1908
S. C. Stickney.....	St. Paul, Minn.....	June, 1908
H. B. Earling.....	Chicago, Ill.	June, 1908
C. H. Hubbell.....	Cedar Rapids, Ia.....	June, 1908
A. W. Trenholm.....	St. Paul, Minn.....	June, 1908
L. F. Day.....	Minneapolis, Minn.	June, 1908
E. Pennington	Minneapolis, Minn.	June, 1908
H. J. Horn.....	St. Paul, Minn.....	June, 1908
F. E. Ward.....	St. Paul, Minn.....	June, 1908
E. F. Potter.....	Milwaukee, Wis.	June, 1908

Total number of stockholders at date of last election? Ten.

Date of last meeting of stockholders for election of directors? June 12, 1907.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, L. A. Robinson; title, secretary and auditor; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office
President	S. C. Stickney.....	St. Paul, Minnesota
First vice president.....	H. J. Horn.....	St. Paul, Minnesota
Secretary	L. A. Robinson.....	St. Paul, Minnesota
Treasurer	H. P. Upham.....	St. Paul, Minnesota
Solicitor	W. H. Norris.....	Minneapolis, Minnesota
Superintendent	M. J. Dooley.....	St. Paul, Minnesota

(Page 9 A.)-

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Minnesota Transfer Railway Co.....	Minnesota Transfer.....	Fridley Junction.....		13.64
Total .....	.....	.....

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	3,000
Par value of shares.....	\$100.00
Total par value authorized.....	300,000.00
Total amount issued and outstanding.....	70,000.00

Totals—

Number of shares authorized.....	3,000
Par value of shares.....	\$100.00
Total par value authorized.....	300,000.00
Total amount issued and outstanding.....	70,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—

Common—

Total number shares issued and outstanding.....	700
Total cash realized.....	\$70,000.00

Totals—

Total number shares issued and outstanding.....	700
Total cash realized.....	\$70,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage.....	1886	1916	\$904,000.00	\$904,000.00	\$904,000.00	\$904,000.00	5	Feb. & Aug.	\$45,200.00	\$45,200.00
First mortgage.....	1886	1916	824,000.00	824,000.00	824,000.00	824,000.00	4	Feb. & Aug.	32,960.00	32,960.00
Total:										
Mortgage bonds.....			\$1,728,000.00	\$1,728,000.00	\$1,728,000.00	\$1,728,000.00			\$78,160.00	\$78,160.00
Grand total.....			\$1,728,000.00	\$1,728,000.00	\$1,728,000.00	\$1,728,000.00			\$78,160.00	\$78,160.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.

(Page 47.)

See Tables VII to VII D.

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.*

[Company's Material Excluded.]

*No knowledge of commodity.

See Table XVIII.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track.....	13.54	.....	.....	.....	.....	13.54	.....	.....	13.54
Miles of yard track and sidings.....	56.26	.....	.....	.....	.....	56.26	.....	.....	56.26
Total mileage operated (all tracks).....	69.80	.....	.....	.....	.....	69.80	5.98	.....	69.80

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	13.54	.....	.....	.....	.....	13.54	.....	.....	13.54
Total mileage operated (single track)....	13.54	.....	.....	.....	.....	13.54	.....	.....	13.54

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	13.54	.....	13.54	.....	.....	13.54

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

NORTHERN PACIFIC RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Northern Pacific Railway Company.
2. Date of organization? Chartered by State of Wisconsin March 15, 1870, amended January 20, 1871, March 6, 1871, and April 15, 1895.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chartered by State of Wisconsin March 15, 1870, amended January 20, 1871, March 6, 1871, and April 15, 1895. Original name Superior & St. Croix Railroad Company; changed in July, 1896, by resolution of stockholders and directors, to Northern Pacific Railway Company.
4. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Chartered by State of Wisconsin March 15, 1870, amended January 20, 1871, March 6, 1871, and April 15, 1895.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
John S. Kennedy.....	New York City, N. Y.....	October, 1907.
D. Willis James.....	New York City, N. Y.....	October, 1907
George F. Baker.....	New York City, N. Y.....	October, 1907
William Sloane.....	New York City, N. Y.....	October, 1907
Grant B. Schley.....	New York City, N. Y.....	October, 1907
William P. Clough.....	New York City, N. Y.....	October, 1908
James N. Hill.....	New York City, N. Y.....	October, 1908
Amos Tuck French.....	New York City, N. Y.....	October, 1908
Alex Smith Cochran.....	New York City, N. Y.....	October, 1908
Payne Whitney.....	New York City, N. Y.....	October, 1908
J. Pierpont Morgan, Jr.....	London, Eng.....	October, 1909
Lewis Cass Ledgard.....	New York City, N. Y.....	October, 1909
Howard Elliott.....	St. Paul, Minn.....	October, 1909
Charles Steele.....	New York City, N. Y.....	October, 1909
George W. Perkins.....	New York City, N. Y.....	October, 1909

Total number of stockholders at date of last election? Two thousand six hundred and sixty-six.

Date of last meeting of stockholders for election of directors? October 2, 1906.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, H. A. Gray; title, comptroller; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office
President	Howard Elliott.....	St. Paul, Minnesota.
First vice president.....	James N. Hill.....	New York City, N. Y.
Second vice president.....	J. M. Hannaford.....	St. Paul, Minnesota
Third vice president.....	C. M. Levey.....	St. Paul, Minnesota
Secretary	George H. Earl.....	New York City, N. Y.
Treasurer	Charles A. Clark.....	St. Paul, Minnesota
General counsel	Francis Lynde Stetson.....	New York City, N. Y.
General counsel	Charles W. Bunn.....	St. Paul, Minnesota
Comptroller	H. A. Gray.....	St. Paul, Minnesota
Assistant comptroller.....	W. G. Johnson.....	St. Paul, Minnesota
General manager (1).....	H. J. Horn.....	St. Paul, Minnesota
General manager (2).....	H. C. Nutt.....	Tacoma, Washington
Chief engineer	W. L. Darling.....	St. Paul, Minnesota
General superintendent (1).....	F. W. Gilbert.....	St. Paul, Minnesota
General superintendent (2).....	B. E. Palmer.....	Tacoma, Washington
Division superintendent	E. C. Blanchard.....	Duluth, Minnesota
Division superintendent	M. M. Fowler.....	Minneapolis, Minnesota
Division superintendent	A. J. Sovereign.....	Staples, Minnesota
Division superintendent	I. E. Craver.....	Fargo, North Dakota
Division superintendent	A. M. Burt.....	Jamestown, North Dakota
Division superintendent	J. M. Rapelje.....	Glendive, Montana
Division superintendent	F. N. Finch.....	Livingston, Montana.
Division superintendent	A. Gibson.....	Missoula, Montana
Division superintendent	A. Beamer.....	Spokane, Washington
Division superintendent	J. L. DeForce.....	Pasco, Washington
Division superintendent	W. C. Albee.....	Tacoma, Washington
Division superintendent	F. E. Weymouth.....	Seattle, Washington
Superintendent of telegraph.....	O. C. Greene.....	St. Paul, Minnesota
Traffic manager	J. G. Woodworth.....	St. Paul, Minnesota
General freight agent.....	J. B. Baird.....	St. Paul, Minnesota
Assistant general freight agent.....	Henry Blakeley.....	Tacoma, Washington
General passenger agent.....	A. M. Cleland.....	St. Paul, Minnesota
Assistant general passenger agent.....	J. C. Poore.....	St. Paul, Minnesota
Assistant general passenger agent.....	A. D. Charlton.....	Portland, Oregon
General baggage agent.....	W. H. Lowe.....	St. Paul, Minnesota
Land commissioner	Thomas Cooper.....	St. Paul, Minnesota.

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Class of Road Named	Miles of Line for Each Class of Road Named
	From	To		
1. A. Main Line.....	Wisconsin state line.....	Dakota state line.....	237.19	571.34
	Rice's Point.....	Wisconsin state line.....	1.64	
	St. Paul.....	Duluth.....	152.08	
	St. Paul.....	Staples and Brainerd.....	180.20	
	Duluth Union Depot line.....		.25	
1. B. Branches and Spurs.....	West Duluth Junction.....	Wisconsin state line.....	2.01	
	West Duluth Junction.....	Power house, Fond du Lac.....	12.28	
	Carlton.....	Cloquet.....	0.95	
	Rush City.....	Wisconsin state line.....	5.08	
	Groningen.....	Ranning.....	4.27	
	Wyoming.....	Taylor's Falls.....	20.52	
	White Bear.....	Stillwater.....	12.74	
	Minneapolis.....	White Bear.....	13.07	
	Little Falls.....	Morris.....	87.94	
	Wadena Junction.....	North Dakota state line.....	74.97	
	Winnipeg Junction.....	North Dakota state line.....	95.45	
	Fertile.....	Carthage.....	54.98	
	Key West.....	Sherack.....	6.01	
	Main line spurs.....		49.81	
	Branch line spurs.....		14.19	
	Proportion of track owned jointly.....		2.10	462.43

5.	St. Paul Union Depot Co.....	In St. Paul.....	.56	
	Minneapolis & St. Louis Railroad.....	In Minneapolis.....	1.62	
	Minneapolis Union Railway.....	In Minneapolis.....	2.52	
	Great Northern Railway.....	St. Paul.....	7.72	12.42
	Tracks owned jointly—			
	Chicago, St. Paul, Minneapolis & Omaha Ry.....	In Duluth.....	1.47	
	Great Northern Railway and Minnesota & North Wisconsin Railway.....	Less ¼ shown in I B.....	1.10	
		In Scanlon and Cloquet.....	1.00	.37
		Less ½ shown in I B.....	.30	
	Chicago Great Western Railway.....	In Minneapolis.....	1.12	.50
		Less ½ shown in I B.....	.56	
	Total .....			.56
				1,047.62

(Page 9.)

PROPERTY OPERATED.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Northern Pacific Railway Co.	Ashland, Wis.	Wallula, Wash.	1,737.05	
A. Main Line	Pasco, Wash.	Tacoma, Wash.	250.88	
	Tacoma, Wash.	Portland	144.63	
	Walbridge, Wis.	Minnesota state line.	3.25	
	Duluth Union Depot line.		.25	
	Rice's Point, Minn.	Central Ave., Wis.	7.70	
	St. Paul.	Duluth	152.06	
	St. Paul.	Staples	139.77	
	Little Falls.	Brainerd	32.91	
	Lines in St. Paul & Minneapolis		7.52	
	Logan	Butte, Mont.	71.40	
	Auburn	Sumas, Wash.	148.05	
	Lines in Tacoma and Seattle, Wash.		4.72	2,609.69
B. Branches and Spurs.	Branch lines.		2,537.75	
	Main line spurs to industries.		188.79	
	Branch line spurs to industries.		127.05	
	Proportion of joint tracks.		2.89	2,856.48
Total				5,556.17
2. Montana Railway.	Butte Hill line.	Butte, Mont.	64.10	6.70
3. Montana Union Railway.	Garrison			
4. Washington Central Railway.	Cheney	Adrian, Wash.	130.63	194.73
5. Wisconsin Central Railway.	In Ashland, Wis.		.33	
St. Paul Union Depot Co.	In St. Paul.		.56	
Great Northern Railway.	St. Paul.	Minneapolis	7.72	
Minneapolis Union Railway.	In Minneapolis.		2.52	
Minneapolis & St. Louis Railroad.	In Minneapolis.		1.62	
Chicago, Milwaukee & St. Paul Railway.	In Linton, N. D.		1.11	
	Less 1/2 shown in 1 B.		.55	
Montana Central Railway.	Helena	Boomerang	36.17	
Northern Pacific Terminal Co.	In Portland, Ore.		.92	50.40

Tracks owned jointly—			
Chicago, St. Paul, Minneapolis & Omaha Ry...	In Superior.....	1.46	
	Less ½ shown in I B.....	.73	
Chicago, St. Paul, Minneapolis & Omaha Ry...	In Duluth.....	1.47	.73
	Less ¼ shown in I B.....	1.10	
Great Northern Railway and Minnesota & North Wisconsin Railway.....	In Scanlon and Cloquet.....	1.00	.37
	Less ½ shown in I B.....	.50	
Chicago Great Western Railway.....	In Minneapolis.....	1.12	.50
	Less ½ shown in I B.....	.56	
Total mileage operated.....			.56
			5,810.16

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	1,550,000
Par value of shares.....	\$100.00
Total par value authorized.....	155,000,000.00
Total amount issued and outstanding.....	155,000,000.00
Number of shares authorized.....	950,000
Par value of shares.....	\$100.00
Total par value authorized.....	95,000,000.00
Dividends declared during year—	
Rate	7 per cent
Amount	\$10,850,000.00

Totals—

Number of shares authorized.....	2,500,000
Total par value authorized.....	\$250,000,000.00
Total amount issued and outstanding.....	155,000,000.00
Dividends declared during year.....	10,850,000.00

Note.—Subscriptions to new capital stock of this 930,000 shares have been offered to the present stockholders at par and payments on subscriptions have been received prior to June 30, 1907, amounting to \$14,721,100.37.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Purchase of Northern Pacific Railroad Company's Property—

Total number shares issued and outstanding.....	1,550,000
Total cash realized.....	\$155,000,000.00

Totals—

Total cash realized.....	\$155,000,000.00
Total number shares issued and outstanding.....	1,550,000

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bonds or Obligations	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
St. Paul & Northern Pacific Ry. Co.	1883	1923			\$8,021,000.00		6	Feb. & Aug.	\$481,260.00	\$480,645.00
General mortgage.....										
Western Railroad of Minnesota	1877	1907			18,000.00	*			18,611.68	22,310.00
mortgage.....							4	Jan., April, July & Oct.	4,169,000.00	4,182,480.00
Northern Pacific Railway Co.—	1897	1907	\$130,000,000.00		105,979,500.00					
Prior lien mortgage.....							3	Feb., & May, Aug. & Nov.	1,800,000.00	1,797,487.50
General lien mortgage.....	1897	2047	60,000,000.00		60,000,000.00		4	June & Dec.	303,190.00	303,540.00
St. Paul-Duluth Division mort-	1900	1906	20,000,000.00		7,928,000.00					
gage.....							5	Feb. & Aug.	50,000.00	50,050.00
St. Paul & Duluth Railroad Co.—	1881	1931	1,000,000.00		1,000,000.00		5	April & Oct.	100,000.00	100,850.00
First mortgage.....	1887	1917	2,000,000.00		2,000,000.00		4	June & Dec.	40,000.00	39,320.00
First Consolidated mortgage.....	1898	1968	5,000,000.00		1,000,000.00		6	Jan. & July	12,600.00	12,600.00
Taylor Falls & Lake Superior	1884	1914	210,000.00		210,000.00		5	Mar. & Sept.	25,000.00	24,775.00
Railroad mortgage.....									16,333.33	20,282.50
Duluth Short Line Railroad mort-	1886	1916	500,000.00		500,000.00					
gage.....										
Minneapolis & Duluth Railroad	1877	1907			600.00					
mortgage.....										
Northern Pacific-Great Northern—	1901	1921	222,400,000.00	215,226,000.00						
Joint C. B. & Q. collateral bonds.										
Northern Pacific Ry. Co. propor-										
tion.....					107,613,000.00	†	4	Jan., April, July & Oct.	†	†
Total:									\$7,015,995.01	\$7,034,340.00
Mortgage bonds.....					\$186,667,100.00					
Miscellaneous obligations.....					107,613,000.00					
Grand total.....					\$294,280,100.00				\$7,015,995.01	\$7,034,340.00

*Matured but not presented for redemption.
†Issued in exchange for Chicago, Burlington & Quincy Railroad Company stock.
Interest paid by C. B. & Q. Ry. Co.

(Page 21.)

FUNDED DEBT—Continued.
Equipment Trust Obligations.
A. GENERAL STATEMENT.

Series or Other Designation	Date of Issue	Term	Number of Payments	Equipment Covered	Remarks
Car & Locomotive Trust, Series "B"— Geo. H. Church, Trustee.....	June 15, 1899	9 years	18 semi-an.	{ 300 box cars 5 locomotives 3 locomotives	Until full payment is made and all obligations on the part of the railroad complied with the title to the equipment remains with the Trustee, his successor or assigns.
Locomotive Trust, Series "C"—Geo. H. Church, Trustee.....	June 15, 1899	9 years	18 semi-an.		

B. STATEMENT OF AMOUNT.

Series or Other Designation	Cash Paid on Delivery of Equipment	Deferred Payments—Principal		Deferred Payments—Interest		
		Original Amount	Amount Outstanding	Original Amount	Amount Accrued During Year	Amount Paid During Year
Car & Loco. Trust Series "B".....	\$24,084.00	\$290,106.85	\$29,558.04	*	*	*
Locomotive Trust Series "C".....	3,649.50	43,957.26	6,717.90	*	*	*
Total	\$27,733.50	\$334,064.11	\$36,275.94	*	*	*

*Interest computed with principal.

(Page 28.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statement as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Fond du Lac branch extended 3.86 miles.		
4. Agreement with Great Northern Railway Company for joint use of each company's tracks between Northtown Junction and St. Cloud. Rental based on valuation of property. Rental and maintenance divided on wheelage basis.		
6. See No. 8.		
7. Prior lien bonds issued.....		\$1,018,000.00
St. Paul-Duluth Division bonds purchased and cancelled....	\$39,000.00	
Western Railroad of Minnesota bonds redeemed at maturity..	308,000.00	
Minneapolis & Duluth Railroad bonds redeemed at maturity..	279,400.00	
Car Trust notes paid at maturity.....	34,036.68	
		<u>660,436.68</u>
Net increase in mortgage debt.....		<u>\$357,563.32</u>

8. Under date of December 12, 1906, the stockholders authorized an increase in the capital stock of 950,000 shares, 930,000 of which have been offered to the stockholders of December 31, 1906, at par. None of this stock will be issued before January 1, 1909, but payments have been received on subscriptions as stated, page 17.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The Northern Express Company runs over all lines operated by this company, paying a percentage of its gross earnings as compensation for the privilege.
2. United States mails are carried by this company at the rates of pay authorized by act of Congress and under the standard rules of the Postoffice Department.
3. Standard sleeping cars are owned jointly by this company and the Pullman Company, and the earnings and expenses thereof are apportioned equally to the two companies. Tourist sleeping cars are wholly owned by this company, but operated by the Pullman Company, and the earnings and expenses are apportioned equally to the two companies after allowing interest on the value of the property used.
5. Contracts and division sheets affecting traffic in the State of Minnesota filed herewith.
7. Western Union Telegraph Company. Earnings are divided on a percentage basis, this company paying a proportion of expenses of certain offices.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent
Products of Agriculture—				
Grain	1,321,123	351,510	1,582,633	21.52
Flour	136,246	3,851	160,097	2.18
Other mill products.....	84,412	4,441	88,853	1.21
Hay	47,521	4,267	51,788	.70
Tobacco				
Cotton				
Fruit and vegetables.....	91,070	28,095	119,165	1.62
Other products of agriculture—Hops.....	2,251	1,057	3,308	.04
Total	1,612,623	393,221	2,005,844	27.27
Products of Animals—				
Live stock.....	140,799	5,815	155,614	2.12
Dressed meats.....	8,631	13,865	22,496	.31
Other packing house products.....	3,751	3,296	7,047	.10
Poultry, game and fish.....	22,129	2,339	24,468	.33
Wool	12,925	516	13,441	.18
Hides and leather.....	3,767	1,493	5,260	.07
Other products of animals.....				
Total	201,002	27,324	228,326	3.11
Products of Mines—				
Anthracite coal.....	307,061	6,826	313,887	4.27
Bituminous coal.....	761,665	19,117	780,782	10.62
Coke	25,049	11,248	36,297	.49
Ores	134,045	2,886	136,931	1.86
Stone, sand and other like articles.....	206,083	8,281	214,364	2.92
Other products of mines.....				
Total	1,433,903	48,358	1,482,261	20.16
Products of Forests—				
Lumber	1,126,769	110,443	1,237,212	16.83
Other products of forests.....	485,234	259,237	744,471	10.12
Total	1,612,003	369,680	1,981,683	26.95
Manufactures—				
Petroleum and other oils.....	23,934	12,495	36,429	.50
Sugar	6,132	8,179	14,311	.19
Naval stores.....				
Iron, pig and bloom.....	19,457	6,261	25,718	.35
Iron and steel rails.....	22,735	72,952	95,687	1.30
Other castings and machinery.....	51,496	39,562	91,058	1.24
Bar and sheet metal.....	7,066	14,213	21,279	.29
Cement, brick and lime.....	109,144	57,524	166,670	2.28
Agricultural implements.....	12,508	16,535	29,043	.39
Wagons, carriages, tools, etc.....	3,960	6,090	10,050	.15
Wines, liquors and beers.....	31,501	19,435	50,936	.69
Household goods and furniture.....	17,288	23,089	40,377	.55
Other manufactures.....	23,227	56,182	79,409	1.08
Total	328,450	333,417	661,867	9.01
Merchandise				
Miscellaneous—				
Other commodities not mentioned above....	678,827	314,078	992,905	13.50
Total tonnage—Minnesota.....	5,866,808	1,486,078	7,352,886	100.00
Total tonnage—Entire line.....	13,717,509	3,023,961	16,741,470	100.00

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	2,690.69	2,856.48	6.70	194.73	.....	52.56	5,810.16	38.37	29.64	5,727.96
Miles of second track.....	169.56	1.53	.....	1.69	.....	78.27	246.05	60.31	.....	234.43
Miles of third track.....	1.58	.....	.....	.....	.....	.....	1.58	1.58	.....	1.58
Miles of yard track and sidings.....	1,167.25	310.93	.....	33.30	.....	15.64	1,527.12	75.04	132.68	1,390.77
Total mileage operated (all tracks).....	4,038.08	3,168.94	6.70	229.72	.....	141.47	7,584.91	175.30	102.32	7,354.74

B. Mileage of Line Operated by States and Territories (Single Track).

Wisconsin	86.85	57.83	.....	.....	.....	1.06	145.74	.....	18	144.50
Minnesota	571.34	469.43	.....	.....	.....	13.85	1,047.62	3.36	13.66	1,030.11
North Dakota	377.54	806.32	.....	.....	.....	56	1,184.42	.....	8.30	1,176.56
Montana	858.78	514.21	6.70	64.10	.....	36.17	1,474.96	.....	7.50	1,431.29
Idaho	83.34	201.87	.....	.....	.....	.....	285.21	.....	.....	285.21
Washington	687.68	811.11	.....	130.68	.....	.....	1,639.42	34.68	.....	1,639.42
Oregon	39.16	2.71	.....	.....	.....	.92	42.79	.33	.....	41.87
Total mileage operated (single track)...	2,690.69	2,856.48	6.70	194.73	.....	52.56	5,810.16	38.37	29.64	5,727.96

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Wisconsin	86.85	57.83	144.68	.....	.18	144.50
Minnesota	571.34	462.43	1,033.77	.....	13.66	1,020.11
North Dakota	377.54	806.32	1,183.86	.....	8.30	1,175.56
Manitoba .....	.....	355.58	355.58	.....	.....	355.58
Montana	853.78	514.21	1,367.99	.....	7.50	1,360.49
Idaho	83.34	201.87	285.21	.....	.....	285.21
Washington	687.68	811.11	1,498.79	.....	.....	1,498.79
Oregon	39.16	2.71	41.87	.....	.....	41.87
Total mileage owned (single track)	2,699.69	3,212.06	5,911.75	38.37	29.64	5,882.11

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line Operated under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	571.34	462.43	.....	1,047.02	3.36	13.66	1,020.11
Miles of second track.....	100.29	.....	.....	73.27	43.38	.....	161.94
Miles of third track.....	1.58	.....	.....	.....	1.58	.....	1.58
Miles of yard track and sidings.....	341.04	68.98	.....	14.67	15.36	44.30	377.69
Total mileage operated (all tracks).....	1,014.25	531.41	.....	101.79	63.68	57.96	1,561.32

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	571.34	462.43	.....	13.65	1,047.62	3.36	13.66	1,020.11
Total mileage operated (single track)....	571.34	462.43	.....	13.65	1,047.62	3.36	13.66	1,020.11

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	571.34	462.43	1,038.77	3.36	13.66	1,020.11

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

PARK RAPIDS AND LEECH LAKE RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Park Rapids & Leech Lake Railway Company.
2. Date of organization? October 5, 1897.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Laws of the State of Minnesota.
7. What carrier operates the road of this company? Great Northern Railway Company. (Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
Louis W. Hill.....	St. Paul, Minn.....	} When successor is elected.
R. I. Farrington.....	St. Paul, Minn.....	
E. Sawyer.....	St. Paul, Minn.....	
W. R. Begg.....	St. Paul, Minn.....	
H. H. Parkhouse.....	St. Paul, Minn.....	

Total number of stockholders at date of last election? Six.

Date of last meeting of stockholders for election of directors? October 11, 1906.

Give postoffice address of general office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, John G. Drew; title, comptroller; address, St. Paul, Minn. (Page 7.)

OFFICERS.

Title.	Name.	Location of Office
President	Louis W. Hill.....	St. Paul, Minnesota
Vice president	R. I. Farrington.....	St. Paul, Minnesota
Secretary and treasurer.....	Edward Sawyer.....	St. Paul, Minnesota
General solicitor	W. R. Begg.....	St. Paul, Minnesota
Comptroller	John G. Drew.....	St. Paul, Minnesota
Assistant comptroller	Geo. R. Martin.....	St. Paul, Minnesota
Chief engineer	A. H. Hogeland.....	St. Paul, Minnesota

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[For Roads Not Making Operating Reports.]

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED
IN THE INCOME ACCOUNT—PAGE 33.

NAME.	TERMINALS.		By What Company Operated.	Under What Kind of Con- tract Operated.	Miles of Line.
	From	To			
Park Rapids & Leech Lake Railway....	Park Rapids, Minn.....	Cass Lake, Minn.....	Great Northern Railway Co.....	Lease	49.04
Total mileage.....	.....	.....	.....	.....	49.04

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract or other agreement, or through ownership of capital stock.

The railway owned by this company was leased on May 1, 1899, to the Great Northern Railway Company at a fixed rental per annum for one year from that date and thereafter until canceled by notice in writing, which shall fix the date of cancellation of the lease, but such date of cancellation shall not be less than thirty days from the date of such notice.

(Page 17.)

CAPITAL STOCK.

Number of shares authorized.....	5,000
Par value of shares.....	\$100.00
Total par value authorized.....	500,000.00
Total amount issued and outstanding.....	500,000.00
Dividends declared during year—	
Rate	7 per cent
Amount	\$35,000.00
Totals—	
Number of shares authorized.....	5,000
Total par value authorized.....	\$500,000.00
Total amount issued and outstanding.....	500,000.00
Dividends declared during year.....	35,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Total number shares issued and outstanding.....	5,000
Total cash realized.....	\$500,000.00
Totals—	
Total number shares issued and outstanding.....	5,000
Total cash realized.....	\$500,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Balance of Amount Issued	Amount Outstanding in hands of the Public	Cash Realized on Amount Sold	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage bonds.....	5-1 1899	5-1 1929	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	5	May & Nov.	\$25,000.00	\$25,000.00
Total:			\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00			\$25,000.00	\$25,000.00
Mortgage bonds.....			\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00			\$25,000.00	\$25,000.00
Grand total.....			\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00			\$25,000.00	\$25,000.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII F

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE STATE OF MINNESOTA.

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Lines Represented by Capital Stock		Total Mileage Owned	Rails	
	Main Line	Branches and Spurs		Iron	Steel
Minnesota	49.04	.....	49.04	.....	49.04

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

RAILWAY TRANSFER COMPANY OF MINNEAPOLIS.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Railway Transfer Company of Minneapolis.
2. Date of organization? March 31, 1883.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota.
(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
L. F. Day.....	Minneapolis, Minn.	} First Monday in April.
Geo. W. Sievers.....	Minneapolis, Minn.	
H. G. Kelley.....	Minneapolis, Minn.	
L. G. Scott.....	Minneapolis, Minn.	
Jos. Gaskell	Minneapolis, Minn.	

Total number of stockholders at date of last election? Six.

Date of last meeting of stockholders for election of directors? April 1, 1907.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, L. O. Merriam; title, accountant; address, Minneapolis, Minn.
(Page 7.)**OFFICERS.**

Title.	Name.	Location of Office
President	L. F. Day.....	Minneapolis, Minnesota
Vice president	Geo. W. Sievers.....	Minneapolis, Minnesota
Secretary and treasurer.....	Jos. Gaskell.....	Minneapolis, Minnesota
Auditor	L. G. Scott.....	Minneapolis, Minnesota
Accountant	L. O. Merriam.....	Minneapolis, Minnesota
General manager	L. F. Day.....	Minneapolis, Minnesota
General superintendent	J. A. Moynihan.....	Minneapolis, Minnesota

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
3. Railway Transfer Co. of Minneapolis.....	First St. N., Minneapolis.....	20th Ave. S., Minneapolis.....	8.80	
Total			8.80	

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract or other agreement, or through ownership of capital stock.

The property of this company is owned by the Minneapolis & St. Louis Railroad Company from the date of the organization.

(Page 17.)

CAPITAL STOCK.

Number of shares authorized.....	3,000
Par value of shares.....	\$100.00
Total par value authorized.....	300,000.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.

See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.

See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.

See Table V.

(Page 31.)

INCOME ACCOUNT.

See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.

See Table XI.

(Page 41.)

RENTALS RECEIVED.

See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statement as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

No changes in year ending June 30, 1907.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

Minneapolis & St. Louis Railroad Company for use of main line tracks from 1st St. N. to 20th Ave. S., Minneapolis, compensation being an agreed amount and a wheelage proportion of maintenance of main track.

No other contracts.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 65.)

DESCRIPTION OF EQUIPMENT.
See Table XVI.

(Page 67.)

MILEAGE—ALL IN MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs							Iron	Steel
Miles of yard track and sidings.....	8.80	.....	.....	.....	.....	8.80	.....
Total mileage operated (all tracks).....	8.80	.....	.....	.....	.....	8.80	.....

Locomotives leased from Minneapolis & St. Louis Railroad Company.

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

ST. PAUL, MINNEAPOLIS AND MANITOBA RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? St. Paul, Minneapolis & Manitoba Railway Company.

2. Date of organization? May 23, 1879.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota.

5. Date and authority for each consolidation?

The Minnesota & Pacific Railway Company was organized under special act of the Legislative Assembly of the Territory of Minnesota, approved May 22, 1857. By subsequent acts of the legislature of the State of Minnesota the St. Paul & Pacific Railway Company succeeded to all the rights and privileges and franchises of the Minnesota & Pacific Railway Company.

Subsequently the first division of the St. Paul & Pacific Railroad Company was organized under provisions of an act of the legislature of the State of Minnesota authorizing certain stockholders of the St. Paul & Pacific Railroad Company to organize and operate a portion of its line covered by mortgages executed by it, pursuant to the provisions of and as confirmed by an act of the legislature of the state, approved February 6, 1866.

Mortgages executed by the St. Paul & Pacific Company and the First Division Company were foreclosed and the property purchased at foreclosure sales by a syndicate which organized the St. Paul, Minneapolis & Manitoba Railway Company under provisions of chapter 30, Laws of 1876, State of Minnesota, being section 87 of chapter 34 of the General Statutes of the State of Minnesota. Upon its organization it became the owner of all the property, rights, privileges and franchises of the railroad companies named above and succeeded to and became the owner of all the charters, rights, privileges and franchises under the said act of May 22, 1857, and all acts amendatory thereof and supplemental thereto. That act, with its amendments, constitutes the charter of this company.

7. What carrier operates the road of this company? Great Northern Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
Louis W. Hill.....	St. Paul, Minn.....	} When successor is elected.
Lord Strathcona and Mount Royal....	Glencoe, Scotland	
R. I. Farrington.....	St. Paul, Minn.....	
Edward Sawyer	St. Paul, Minn.....	
James J. Hill.....	St. Paul, Minn.....	
D. C. Shepard.....	St. Paul, Minn.....	
W. R. Begg.....	St. Paul, Minn.....	

Total number of stockholders at date of last election? Forty-eight.

Date of last meeting of stockholders for election of directors? October 11, 1906.

Give postoffice address of general office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, John G. Drew; title, comptroller; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office
President	Louis W. Hill.....	St. Paul, Minnesota
First vice president.....	Lord Strathcona and Mount Royal	Glencoe, Scotland
Second vice president.....	R. I. Farrington.....	St. Paul, Minnesota
Secretary and assistant treasurer.....	E. Sawyer.....	St. Paul, Minnesota
Treasurer and assistant secretary.....	E. T. Nichols.....	New York City, N. Y.
General solicitor	W. R. Begg.....	St. Paul, Minnesota
Comptroller	John G. Drew.....	St. Paul, Minnesota
Assistant comptroller	Geo. R. Martin.....	St. Paul, Minnesota
Chief engineer	A. H. Hogeland.....	St. Paul, Minnesota
Land commissioner	C. H. Babcock.....	St. Paul, Minnesota

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[For Roads Not Making Operating Reports.]

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED
IN THE INCOME ACCOUNT—PAGE 33.

NAME	TERMINALS		By What Company Operated	Under What Kind of Con- tract Operated	Miles of Line
	From	To			
St. Paul, Minneapolis & Manitoba Rail- way	St. Paul and Minneapo- lis	St. Vincent, Minnesota. Neche, North Dakota. Great Falls, Montana. Everett, Washington.			
	And branch lines in the states of Minnesota, North and South Da- kota and Montana.....		Great Northern Railway Co..	Lease	3,873.23
Total mileage.....					3,873.23

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract or other agreement, or through ownership of capital stock.

The lines of this company were leased to the Great Northern Railway Company on February 1, 1890, for a period of 999 years.

Lease recorded in office of Secretary of State, State of Minnesota, on the 9th day of May, 1890.

The Great Northern Railway Company pays as rental:

All interest as same becomes due during the term of the lease on this company's bonds or for which this company may be liable as guarantor.

Quarterly a sum equal to 1½ per centum on the capital stock of this company free from all taxes.

All taxes and assessments upon the property, gross earnings or income of this company as same shall become due and payable during the term of the lease.

A sum equal to \$1,500 per month or such portion thereof as shall be required for paying the expense of maintaining this company's organization and the transacting of its necessary business.

(Page 17.)

CAPITAL STOCK.

Number of shares authorized.....	200,000
Par value of shares.....	\$100.00
Total par value authorized.....	20,000,000.00
Total amount issued and outstanding.....	20,000,000.00
Dividends declared during year—	
Rate	6 per cent
Amount	\$1,200,000.00

Note.—A dividend of 1½ per cent has been paid quarterly out of the rentals received from the Great Northern Railway Company.

Totals—

Number of shares authorized.....	200,000
Total par value authorized.....	\$20,000,000.00
Total amount issued and outstanding.....	20,000,000.00
Dividends declared during year.....	1,200,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—

Total number shares issued and outstanding.....	50,000
Total cash realized.....	\$5,000,000.00

Issued for Reorganization—

Total number shares issued and outstanding.....	150,000
Total cash realized.....	*\$15,000,000.00

Totals—

Total number shares issued and outstanding.....	200,000
Total cash realized.....	\$20,000,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding†	Cash realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate	When Payable	Amount Accrued During Year	Amount Paid During Year
Second mortgage bonds.....	1879	1909	\$8,000,000.00	\$8,000,000.00	\$6,253,000.00	*	6	April & Oct.	\$380,385.00	\$
Dakota Extension bonds.....	1880	1910	6,000,000.00	5,676,000.00	4,833,000.00	\$5,983,642.65	6	May & Nov.	291,500.00	\$
Consolidated mortgage bonds.....	1883	1933	50,000,000.00	13,344,000.00	13,344,000.00	+13,344,000.00	6	Jan. & July	800,640.00	\$
Montana Extension mortgage bonds.....	1887	1937	25,000,000.00	25,570,000.00	19,250,000.00	+19,824,006.13	4½	Jan. & July	866,250.00	\$
Less bonds in hands of trustee of Pacific Extension mortgage in accordance with terms of that mortgage.....	1890	1940	£6,000,000.00	11,502,000.00	10,185,000.00	8,675,877.50	4	June & Dec.	407,400.00	\$
Pacific Extension mortgage bonds..	1902	1922	\$29,090,909.09	\$29,090,909.09	\$29,090,909.09	29,090,909.09	4	Jan. & July	775,757.56	£
Improvement bonds.....	1902	1922	11,910,000.00	11,910,000.00	11,910,000.00	11,910,000.00	4	Jan. & July	775,757.56	£
Total:										
Mortgage bonds.....					\$94,865,909.09				\$3,521,932.56	
Grand total.....					\$94,865,909.09				\$3,521,932.56	

†Included in this amount are \$10,000,000 sold to stockholders under a resolution of the Board of Directors, passed April 12, 1883, paid as follows: \$1,000,000 in cash and railroad's equipment and other property costing over \$9,000,000.

‡The Pacific Extension bonds were issued and turned over to the Great Northern Railway Company as payment on account of construction of line to the Pacific coast. Of these bonds £2,000,000 are in the treasury of the Great Northern Railway Company.

§The interest on this company's bonds is paid by the Great Northern Railway Company under contract for lease of this company's railway, dated February 1, 1890.

¶The amount of interest shown for Pacific Extension bonds, viz., \$775,757.56, is account of £4,000,000 bonds, same being in the hands of the public. The balance are in the hands of the Great Northern Railway and interest is not accrued thereon.

‡Improvement bonds were issued and transferred to the Great Northern Railway Company in payment for additions and improvements made by that company to the property owned by this company, and in payment for line purchased from the Montana & Great Northern Railway Company, as shown in last year's report. Bonds not being in hands of the public, no interest is accrued on same.

*See note, page 2.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION--STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED--BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 58.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statement as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

	Miles.
1. Neche, N. D., to international boundary.....	.64
Cut-off, Schurmeier to Grand Forks, N. D.....	4.52
Brown's Valley, Minn., to Lake Traverse.....	1.92
Line acquired from Dakota & Great Northern Railway Co.....	.11
"Y" track at Church's Ferry transferred from sidetrack mileage.....	.22
2. Wylie, Minn., to Ives, Minn., removed.....	5.80
Grand Forks, N. D., to Schurmeier, removed.....	4.74
Tracks at St. Johns.....	.23
7. Consolidated mortgage bonds issued in exchange for—	
Second mortgage bonds	\$217,000.00
Dakota Extension bonds	106,000.00
Total issued	323,000.00
8. Bonds redeemed or exchanged—	
Second mortgage bonds, exchanged.....	\$217,000.00
Dakota Extension bonds, exchanged.....	106,000.00
Consolidated mortgage bonds, redeemed.....	323,000.00

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY	Lines Represented by Capital Stock		Total Mileage Owned	New Line Constructed during year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	1,340.25	.....	1,340.25	1.92	18.12	1,322.13
North Dakota	1,117.40	.....	1,117.40	5.49	25.33	1,091.63
South Dakota	99.25	.....	99.25	.....	.....	99.25
Montana	883.01	.....	883.01	.....	.....	883.01
Idaho	82.51	.....	82.51	.....	.....	82.51
Washington	352.75	.....	352.75	.....	.....	352.75
Total mileage owned (single track).....	3,875.23	.....	3,875.23	7.41	43.95	3,831.28

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

C. Mileage of Line Owned by States and Territories (Single Track).

Minnesota	1,340.25	1,340.25	1.92	18.12	1,322.13
-----------------	----------	-------	----------	------	-------	----------

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

WILLMAR AND SIOUX FALLS RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Willmar & Sioux Falls Railway Company.
2. Date of organization? March 1, 1886.
3. Under laws of what government, state or territory organized? If more than one, name all; give references to each statute and all amendments thereof. Title 1 of chapter 34 of the General Statutes of the State of Minnesota.
(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
Louis W. Hill.....	St. Paul, Minn.....	
R. I. Farrington.....	St. Paul, Minn.....	When successor is
E. Sawyer.....	St. Paul, Minn.....	elected.
W. R. Begg.....	St. Paul, Minn.....	
F. E. Ward.....	St. Paul, Minn.....	

Total number of stockholders at date of last election? Six.

Date of last meeting of stockholders for election of directors? November 19, 1906.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, John G. Drew; title, comptroller; address, St. Paul, Minn.
(Page 7.)

OFFICERS.

Title.	Name.	Location of Office
President	Louis W. Hill.....	St. Paul, Minnesota
Vice president	R. I. Farrington.....	St. Paul, Minnesota
Secretary and treasurer.....	Edward Sawyer.....	St. Paul, Minnesota
General solicitor	W. R. Begg.....	St. Paul, Minnesota
Attorney, or general counsel, assistant {	J. D. Armstrong.....	St. Paul, Minnesota
general solicitors	{ M. L. Countryman.....	St. Paul, Minnesota
Comptroller	John G. Drew.....	St. Paul, Minnesota
Assistant comptroller	Geo. R. Martin.....	St. Paul, Minnesota
Auditor	F. E. Draper.....	St. Paul, Minnesota
General manager	Frank E. Ward.....	St. Paul, Minnesota
Assistant general manager.....	H. A. Kennedy.....	St. Paul, Minnesota
Chief engineer	A. H. Hogeland.....	St. Paul, Minnesota
General superintendent	E. L. Brown.....	St. Paul, Minnesota
Superintendent	R. L. Knebel.....	Sioux City, Iowa
General superintendent transportation..	W. C. Watrous.....	St. Paul, Minnesota
Superintendent of telegraph.....	E. J. Little.....	St. Paul, Minnesota
General traffic manager.....	W. W. Broughton.....	St. Paul, Minnesota
General passenger agent.....	A. L. Craig.....	St. Paul, Minnesota
General baggage agent.....	S. A. Smart.....	St. Paul, Minnesota

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Class of Road Named	Miles of Line for Each Class of Road Named
	From	To		
1. Willmar & Sioux Falls Railway.....	Willmar	South Dakota state line.....	122.60	133.91
	South Dakota state line.....	Iowa state line.....	11.31	
Total				133.91
(Page 9.)				
1. Willmar & Sioux Falls Railway.....	Willmar, Minn.....	Sioux City, Iowa.....	223.76	
	Garretson, S. D.....	Yankton, S. D.....	80.49	
2. Sioux City & Western Railway.....	South Sioux City, Neb.....	O'Neill, Neb.....		304.25
5. Union Terminal Co.....	In Sioux City, Ia, junction with W. & S. F. Ry.....	Junction with tracks of C. M. & St. P. Ry.....	1.57	129.16
Chicago, Milwaukee & St. Paul Railway.....	Junction with tracks of Union Terminal Co.....	Junction with tracks of the Combination Bridge Co.....	.60	
Combination Bridge Co.....	Junction with tracks of C. M. & St. P. Ry.....	South Sioux City, Neb.....	1.15	3.32
Total				436.73

(Page 15.)

PROPERTY^Y LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract or other agreement, or through ownership of capital stock.

The entire capital stock of this company is owned by the Great Northern Railway Company.

(Page 17.)

CAPITAL STOCK.

Number of shares authorized.....	100,000
Par value of shares.....	\$100.00
Total par value authorized.....	10,000,000.00
Total amount issued and outstanding.....	7,000,000.00
Dividends declared during year—	
Rate	7 per cent
Amount	\$490,000.00
Totals—	
Number of shares authorized.....	100,000
Total par value authorized.....	\$10,000,000.00
Total amount issued and outstanding.....	7,000,000.00
Dividends declared during year.....	490,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Cash—	
Total number shares issued and outstanding.....	55,010
Total cash realized.....	\$5,501,300.00
Issued for Construction—	
Total number shares issued and outstanding.....	14,990
Total cash realized.....	*\$1,499,000.00
*Applied at this amount upon contract for construction of this company's railway.	
Totals—	
Total number shares issued and outstanding.....	70,000
Total cash realized.....	\$7,000,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Interest			
	Date of Issue	When Due					Rate	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage bonds.....	6-1 1888	6-1 1938	\$3,646,080.00	\$3,646,000.00	\$3,646,000.00	*\$3,646,000.00	5	June & Dec.	\$182,300.00	\$182,650.00
Total:										
Mortgage bonds.....			\$3,646,080.00	\$3,646,000.00	\$3,646,000.00	\$3,646,000.00			\$182,300.00	\$182,650.00
Grand total.....			\$3,646,080.00	\$3,646,000.00	\$3,646,000.00	\$3,646,000.00			\$182,300.00	\$182,650.00

*Applied at this amount upon contract for construction of this company's railway and towards purchase of constructed road.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF
MINNESOTA.

Here give concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Great Northern Express Company does all express business on lines operated by this company. The railway company receives percentage of gross earnings.

2. Routes established by the United States Postal Department.

3. Sleeping cars owned by the Great Northern Railway are run over this line.

7. With Western Union Telegraph Company for joint use of telegraph lines, also free transportation of men and material for repairs, etc.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 68.)

FREIGHT TRAFFIC MOVEMENT—WHOLE LINE.

[Company's Material Excluded.]

COMMODITY	Freight originating on this road	Freight received from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE	
	Whole Tons	Whole Tons	Whole Tons	Per Cent
Products of Agriculture—				
Grain	*	*	442,833	46.82
Flour			7,863	.78
Other mill products			8,576	.91
Hay			8,477	.90
Tobacco				
Cotton				
Fruit and vegetables			11,982	1.27
Other products of agriculture			10,084	1.07
Total			489,315	51.75
Products of Animals—				
Live stock			72,781	7.64
Dressed meats			3,045	.33
Other packing house products			334	.04
Poultry, game and fish			49	.01
Wool				
Hides and leather			1,850	.18
Other products of animals			20	
Total			78,079	8.20
Products of Mines—				
Anthracite coal			25,115	2.66
Bituminous coal			76,992	8.07
Coke			831	.09
Ores			227	.03
Stone, sand and other like articles			26,817	2.84
Other products of mines			2,106	.23
Total			131,388	13.92
Products of Forests—				
Lumber			102,503	10.84
Other products of forests			28,685	3.03
Total			131,188	13.87
Manufactures—				
Petroleum and other oils			6,439	.68
Sugar				
Naval stores				
Iron, pig and bloom			4,363	.46
Iron and steel rails			49	.01
Other castings and machinery			3,211	.34
Bar and sheet metal			1,464	.15
Cement, brick and lime			15,182	1.61
Agricultural implements			3,451	.37
Wagons, carriages, tools, etc.			770	.08
Wines, liquors and beers			1,093	.12
Household goods and furniture			961	.10
Other manufactures			10,142	1.07
Total			47,125	4.99
Merchandise			42,692	4.53
Miscellaneous—				
Other commodities not mentioned above			25,938	2.75
Total tonnage—Minnesota				
Total tonnage—Entire line			945,725	100.00

*Note.—Cannot give freight traffic movement for State of Minnesota, therefore movement for entire line is given.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated under Contract Etc.	Line Operated under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track.....	304.25		129.16		3.32	436.73		.07	433.34
Miles of yard track and sidings.....	46.16		9.48			55.64	3.35	55.64	
Total mileage operated (all tracks).....	350.41		138.64		3.32	492.37	3.35	55.71	433.34

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	133.91					133.91			133.91
South Dakota.....	93.64					93.64			93.64
Iowa	76.70				2.56	79.26			76.70
Nebraska			129.16		.76	129.92		.07	129.09
Total mileage operated (single track)...	304.25		129.16		3.32	436.73		.07	433.34

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	133.91		133.91			133.91
South Dakota.....	93.64		93.64			93.64
Iowa	76.70		76.70			76.70
Total mileage owned (single track).....	304.25		304.25			304.25

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line Operated under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	133.91	.....	.....	133.91	.....	.....	133.91
Miles of yard track and sidings.....	16.47	.....	.....	16.47	1.72	16.47	.....
Total mileage operated (all tracks).....	150.38	.....	.....	150.38	1.72	16.47	133.91

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	133.91	.....	.....	133.91	.....	.....	133.91
Total mileage operated (single track).....	133.91	.....	.....	133.91	.....	.....	133.91

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	133.91	.....	133.91	.....	.....	133.91

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

WINONA BRIDGE RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Winona Bridge Railway Company.
2. Date of organization? July 10, 1890.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, chapter 34, General Statutes of Minnesota and laws amendatory thereto.
7. What carrier operates the road of this company? The Winona Bridge Railway Company.

EXPLANATORY REMARKS.

The Winona Bridge Railway was constructed, completed and put in operation, and is now being operated by the Winona Bridge Railway Company, a railway corporation in the State of Minnesota.

This is a line of railway 1.03 miles in length, extending from the City of Winona, in the State of Minnesota, in an easterly direction across the Mississippi River into the town of Buffalo, in the State of Wisconsin.

A part of its line is a steel railway drawbridge across the Mississippi River.

The work of constructing the Winona Bridge Railway was commenced in the fall of 1890, and was completed in the fall of 1891, the line being put in operation at the time of its completion.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
J. A. Jordan.....	Green Bay, Wis.....	June 3, 1908
M. T. Cox.....	New York, N. Y.....	June 3, 1908
W. W. Baldwin.....	Burlington, Iowa	June 3, 1908
T. S. Howland.....	Chicago, Ill.	June 3, 1908
C. I. Sturgis.....	Chicago, Ill.	June 3, 1908

Total number of stockholders at date of last election? Twelve.

Date of last meeting of stockholders for election of directors? June 5, 1907.

Give postoffice address of general office? 209 Adams St., Chicago, Ill.

Give postoffice address of operating office? La Crosse, Wis.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, H. W. Weiss; title, secretary; address, 209 Adams St., Chicago, Ill.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office
President	W. W. Baldwin.....	Burlington, Iowa
Vice president	J. A. Jordan.....	Green Bay, Wisconsin
Secretary	H. W. Weiss.....	Chicago, Illinois
Treasurer	T. S. Howland.....	Chicago, Illinois
General superintendent	D. Cunningham.....	La Crosse, Wisconsin

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," Page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. The Winona Bridge Railway Co.....	A point on the south line of block G. & H. in Riverside Addition to Winona in City of Winona, County of Winona, State of Minnesota, and north line of 3rd St. in said city at Station 54 and 34+2..			
	The middle of the channel of the Mississippi River.....			.49
Total .....				.49

EXPLANATORY REMARKS.

The Winona Bridge Railway was constructed, completed and put in operation and is now being operated by the Winona Bridge Railway Company, a railway corporation in the State of Minnesota.

This is a line of railway 1.04 miles in length extending from the City of Winona, in the State of Minnesota, in an easterly direction across the Mississippi River into the Town of Buffalo, in the State of Wisconsin.

A part of its line is a steel railway drawbridge across the Mississippi River.

The work of constructing the Winona Bridge Railway was commenced in the fall of 1890 and was completed in the fall of 1891, the line being put in operation at the time of its completion.

REPORT RAILROAD AND WAREHOUSE COMMISSION

(Page 9.)

PROPERTY OPERATED.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. The Winona Bridge Railway Co.....	A point in south line of Block G. & H. in Riverside Addi- tion to Winona, County of Winona, State of Minnesota, and south line of 3rd St. in said city, at Station 64 and 34-2	(Across the Mississippi River) to the southeast corner of Lot 2 in Sec. 8, Twp. 18 N. of Range 10, in the Town and County of Buffalo, State of Wisconsin.....	1.03	
Total			1.03	1.03

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	4,000
Par value of shares.....	\$100.00
Total par value authorized.....	400,000.00
Total amount issued and outstanding.....	400,000.00

Totals—

Number of shares authorized.....	4,000
Par value of shares.....	\$100.00
Total par value authorized.....	400,000.00
Total amount issued and outstanding.....	400,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Construction—

Common—

Total number shares issued and outstanding.....	4,000
Total cash realized.....	\$400,000.00

Totals—

Total number shares issued and outstanding.....	4,000
Total cash realized.....	\$400,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Received on Amount Issued	Interest			
	Date of Issue	When Due					Rate Per Cent	When Payable	Amount Accrued During Year	Amount Paid During Year
First mortgage bonds with coupons.	9-1 1890	9-1 1915	\$400,000.00	\$384,000.00	\$384,000.00	\$384,000.00	5	Mar. & Sept.	\$19,200.00	\$19,200.00
Total .....	.....	.....	\$400,000.00	\$384,000.00	\$384,000.00	\$384,000.00	.....	.....	\$19,200.00	\$19,200.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. No agreement with express companies.
2. No agreement for carrying mail.
3. No agreement with sleeping, parlor or dining car companies.
4. No agreement with freight or transportation companies.

5. Agreement with each of the following railway companies, the Chicago, Burlington & Northern Railroad Company (now the Chicago, Burlington & Quincy Railway Company), the Green Bay, Winona & St. Paul Railway Company (now the Green Bay & Western Railroad Company), whereby each of these companies agrees to pay to the company for transportation over its line:

Four dollars per carload for freight above fourth class.

Two dollars and a half per carload for freight fourth class or under.

Four cents per hundred pounds for freight in lots less than a carload, not, however, to exceed carload rates.

Twenty-five cents per passenger.

No charges to be made for empty cars, engines, passenger cars and cabooses.

The Chicago, Milwaukee & St. Paul Railway Company, rent of land in Winona, Minn., on which their track is laid.

6. No agreement with steamboat or steamship companies.
7. No agreement with telegraph companies.
8. No agreement with telephone companies.
9. No other contracts.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.*

[Company's Material Excluded.]

*It is impossible to give answers to inquiries on page 63.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE	Lines Represented by Capital Stock		Total Mileage Operated	New Line Constructed during year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Miles of single track.....	1.03	.....	.....	.....	.....	1.03
Total mileage operated (all tracks).....	1.03	.....	1.03	.....	.....	1.03

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota .....	.49	.....	.....	.....	.....	.49
Wisconsin .....	.54	.....	.....	.....	.....	.54
Total mileage operated (single track).....	1.03	.....	.....	1.03	.....	1.03

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota .....	.49	.....	.....	.....	.....	.49
Wisconsin .....	.54	.....	.....	.....	.....	.54
Total mileage owned (single track).....	1.03	.....	1.03	.....	.....	1.03

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in Use	Line Represented by Capital Stock		Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	.49			.49			
Total mileage operated (all tracks).....	.49			.49			

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota .....	.49			.49			
Total mileage operated (single track)....	.49			.49			

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota .....	.49		.49			.49

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.
See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.
See Table XVII.

WISCONSIN CENTRAL RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Wisconsin Central Railway Company.
2. Date of organization? December 30, 1897.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the General Laws of the State of Wisconsin, chapter 87 of the Revised Statutes of Wisconsin of 1878; first enacted as chapter 119 of the General Laws of 1872.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not strictly a reorganized company, but an independent company, which purchased the railroads and properties of the Wisconsin Central Company, the Wisconsin Central Railroad Company, the Milwaukee & Lake Winnebago Company, the Chicago, Wisconsin & Minnesota Railroad Company, the Packwaukee & Montello Railroad Company, the Marshfield & Southeastern Railway Company, and in 1906 the Owen & Northern Railway Company and the Lake Superior & Southeastern Railroad Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
Fred T. Gates.....	New York City, N. Y.....	October 8, 1907
William F. Viles.....	Madison, Wis.....	October 8, 1907
George M. Cumming.....	New York City, N. Y.....	October 8, 1907
George A. Fernald.....	Boston, Mass.....	October 13, 1908
Mark T. Cox.....	New York City, N. Y.....	October 13, 1908
John F. Hill.....	Augusta, Me.....	October 13, 1908
Carl G. Rasmus.....	New York City, N. Y.....	October 12, 1909
W. A. Bradford.....	Milwaukee, Wis.....	October 12, 1909
T. L. Chadbourne, Jr.....	New York City, N. Y.....	October 12, 1909
Henry C. Starr.....	Milwaukee, Wis.....	October 12, 1909

Total number of stockholders at date of last election? Five hundred and ninety-three.

Date of last meeting of stockholders for election of directors? October 9, 1906.

Give postoffice address of general office? Milwaukee, Wis.

Give postoffice address of operating office? Milwaukee, Wis.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, Robert Toombs; title, comptroller and auditor; address, Milwaukee, Wis.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office
Chairman of the board.....	George M. Cumming.....	New York City, N. Y.
Chairman of the executive committee.....	T. L. Chadbourne, Jr.....	New York City, N. Y.
President.....	W. A. Bradford.....	Milwaukee, Wisconsin
Vice president and general attorney.....	Henry C. Starr.....	Milwaukee, Wisconsin
Secretary.....	George W. Webster.....	Milwaukee, Wisconsin
Treasurer.....	W. R. Hancock.....	Milwaukee, Wisconsin
General solicitor.....	Thomas H. Gill.....	Milwaukee, Wisconsin
General counsel.....	Godkin and Chadbourne.....	New York City, N. Y.
Comptroller and auditor.....	Robt. Toombs.....	Milwaukee, Wisconsin
Chief engineer.....	Charles N. Kaik.....	Milwaukee, Wisconsin
General superintendent.....	Earl F. Potter.....	Milwaukee, Wisconsin
Division superintendent.....	C. M. Winter.....	Fond du Lac, Wisconsin
Division superintendent.....	O. W. Johnstone.....	Abbotsford, Wisconsin
Superintendent of telegraph.....	P. W. Drew.....	Milwaukee, Wisconsin
General freight agent.....	Fred E. Signer.....	Milwaukee, Wisconsin
Assistant general freight agent.....	E. G. Clark.....	Milwaukee, Wisconsin
Assistant general freight agent.....	V. L. Freeland.....	Milwaukee, Wisconsin
General passenger agent.....	James C. Pond.....	Milwaukee, Wisconsin
Assistant general passenger agent.....	H. W. Steinhoff.....	Milwaukee, Wisconsin
Assistant general freight agent.....	Geo. T. Huey.....	Minneapolis, Minnesota
Superintendent of transportation.....	A. J. Van Valkenburg.....	Milwaukee, Wisconsin
Land commissioner.....	W. H. Killen.....	Milwaukee, Wisconsin

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," Page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Class of Roads Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Wisconsin Central Railway.....	Wisconsin State Line.....	Trout Brook Jct.....	23.43	23.09
1. B. Wisconsin Central Railway.....	Minneapolis "Y" at Trout Brook Jct. ....	.....	.26	1.63
5.	Spurs to industries.....	.....	
St. Paul & Northern Pacific Railway.....	Trout Brook Jct.....	Center Third St., St. Paul.....	2.27	
St. Paul & Northern Pacific Railway.....	Mississippi St. Connection.....	St. Paul.....	.361	
St. Paul Union Depot Co.....	Center Third St., St. Paul.....	Union Depot, St. Paul.....	.55	
Great Northern Railway.....	Center Third St., St. Paul.....	Center Third St., Minneapolis.....	10.76	
Minneapolis Union Railway.....	Minneapolis.....	.....	2.71	16.65
Total .....	.....	.....		41.97

REPORT RAILROAD AND WAREHOUSE COMMISSION

(Page 9.)

PROPERTY OPERATED.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Wisconsin Central Railway.....	Central Ave., Chicago.....	Trout Brook Jct., St. Paul.....	452.02	
	Minneapolis "Y" at Trout Brook Jct., St. Paul.....		.26	
	Abbotsford	Abbotsford	132.56	
	North "Y" at Abbotsford.....		.25	
				585.09
1. B. Wisconsin Central Railway.....	Neenah "Y"	Manitowoc	44.18	
	Neenah "Y"	Portage .....	.24	
	Stevens Point	Montello	70.75	
	Packwaukee Jct.	Nekoosa	7.68	
	Marshfield	Ladysmith	32.61	
	Owen "Y"		45.31	
	Marshfield	Greenwood .....	.39	
	Chippewa Falls	Eau Claire	22.44	
	Chelsea	Rib Lake	9.84	
	Mellen	Bescmer	5.57	
	South "Y" at Mellen.....	Mellen	33.56	
	Ashland Ore Dock and Yard Line .....		.21	
	Ashland Commercial Dock Line		2.26	
	Spurs to industries		1.27	
			101.40	
				377.71
5. Illinois Central Railroad.....	South Water St., Chicago.....	Harlem Jct.	14.37	
	Rugby Jct.	Milwaukee	27.60	
	Magenta	Eau Claire Terminal	1.32	
	Trout Brook Jct.	Center of Third St., St. Paul	2.27	
	Mississippi St. Connection.....		.86	
	Center of Third St., St. Paul.....	Union Depot, St. Paul.....	.55	
	Center of Third St., St. Paul.....	Center of Third St., Minneapolis	10.76	
	Minneapolis		2.71	
				59.94
Total				1,022.74

(Page 17.)

CAPITAL STOCK.

Common—	
Number of shares authorized.....	175,000
Par value of shares.....	\$100.00
Total par value authorized.....	17,500,000.00
Total amount issued and outstanding.....	17,500,000.00
Preferred—	
Number of shares authorized.....	125,000
Par value of shares.....	\$100.00
Total par value authorized.....	12,500,000.00
Total amount issued and outstanding.....	12,500,000.00
Totals—	
Number of shares authorized.....	300,000
Par value of shares.....	\$100.00
Total par value authorized.....	\$30,000,000.00
Total amount issued and outstanding.....	30,000,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Purchase of Railroad Property—	
Total number shares issued and outstanding.....	300,000
Totals—	
Total number shares issued and outstanding.....	300,000

(Page 19.)

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Rate	Interest		
	Date of Issue	When Due						When Payable	Amount Accrued During Year	Amount Paid During Year
Wisconsin Central Ry. Co. first general mortgage bonds.....	7-13 1899	7-1 1919	\$27,000,000.00	\$24,640,000.00	\$23,748,000.00	.....	4	Jan. & July	\$949,920.00	\$949,920.00
Wisconsin Central R. R. Co. first series bonds.....	1-1 1879	1-1 1909	764,500.00	764,500.00	42,000.00	.....	5	Jan. & July	19,013.92	33,597.25
C. W. & M. R. R. first mortgage bonds.....	9-1 1885	3-1 1916	835,000.00	835,000.00	776,000.00	.....	6	Mar. & Sept.	46,560.00	46,560.00
M. & L. W. R. R. first mortgage bonds.....	3-27 1882	6-1 1912	639,000.00	639,000.00	604,000.00	.....	6	Jan. & July	36,240.00	36,240.00
M. & S. E. Div. P. M. mortgage bonds.....	5-1 1901	5-1 1931	450,000.00	450,000.00	417,000.00	.....	4	May & Nov.	16,864.45	16,897.78
Minneapolis Terminal P. M. mortgage bonds.....	1-1 1900	1-1 1930	500,000.00	500,000.00	500,000.00	.....	3 1/2	Jan. & July	17,500.00	17,500.00
Superior & Duluth Div. & Term. first mortgage bonds.....	5-1 1906	5-1 1936	8,500,000.00	5,268,000.00	5,208,000.00	94,504,140.00	4	May & July	187,946.67	176,060.00
Total:			\$38,138,500.00	\$32,596,500.00	\$30,855,000.00	\$4,504,140.00			\$1,257,445.04	\$1,259,275.03
Miscellaneous obligations.....			500,000.00	500,000.00	500,000.00	.....			17,500.00	17,500.00
Grand total.....			\$38,638,500.00	\$33,096,500.00	\$31,355,000.00	\$4,504,140.00			\$1,274,945.04	\$1,276,775.03

EXPLANATORY REMARKS.

The amounts shown under columns "Amount of Authorized Issue" and "Amount Issued" opposite Wisconsin Central Railroad Company first series bonds (\$764,500), C. W. & M. R. R. first mortgage bonds (\$835,000), M. & L. W. R. R. first mortgage bonds (\$639,000), are the amounts of such bonds in the hands of the public outstanding at the date of the issue of the issue of Wisconsin Central Railway Company first general mortgage bonds, namely, July 13, 1899, and for the purchase, exchange or retirement thereof, there were reserved \$2,103,000 of said first general mortgage bonds. The Minneapolis Terminal purchase bonds are secured by first mortgage on sundry real estate in Minneapolis together with tracks, roundhouse, freight house and other structures constituting the company's terminal facilities in Minneapolis, but said mortgage is not a lien on the main line or its franchises.

(Page 21.)

FUNDED DEBT—Continued.

Equipment Trust Obligations.

A. General Statement.

Series or Other Designation	Date of Issue	Term	Number of Payments	Equipment Covered
Wisconsin Central Railway Co. 5 per cent gold equipment trust bonds.....	July 1, 1902	10 years	10	{ 10 freight locomotives. 300 box cars. 100 stock cars. 3 postal cars. 10 passenger locomotives. 25 Refrigerators. 5 passenger coaches. 2 chair cars. 2 baggage cars. 4 composite cars. 1 60-ton wrecking crane. 3 single masthead hand wrecking cranes. 10 Passenger coaches. 1 chair car. 3 baggage cars. 1 observation cafe car. 200 ballast cars. 500 box cars.
Pullman Company.....	June 14, 1905	5 years	10	
Haskell & Barker Car Co.....	April 13, 1905	7½ years	15	

B. STATEMENT OF AMOUNT.

Series or Other Designation	Cash Paid on Delivery of Equipment	Deferred Payments—Principal		Deferred Payments Interest			
		Original Amount	Amount Outstanding	Original Amount	Amount Outstanding	Amount Accrued During Year	Rate
Wis. Cent. Ry. Co. 5 per cent gold equipment trust bonds.....	\$138,458.84	\$600,000.00	\$355,000.00	\$165,000.00	\$52,925.00	\$17,750.00	5
Pullman Co.	11,614.75	108,000.00	64,800.00	14,415.00	5,670.00	3,912.00	5
Haskell-Barker Car Co.	97,725.00	293,175.00	214,955.00	52,771.50	29,024.33	10,612.93	4½
Total	\$247,798.59	\$1,001,175.00	\$634,755.00	\$232,186.50	\$87,310.33	\$32,274.93	
						\$19,250.00	
						4,050.00	
						10,994.08	
						\$34,294.06	

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 39.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—WHOLE LINE.

Here present statement as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Owen to Ladysmith, 45.31 miles, August 6, 1906.

7. The following new bonds were issued:

Superior and Duluth Division and Terminal first mortgage bonds, \$1,783,000.00.

8. The following obligations were purchased and cancelled: •

M. & S. E. Div. P. M. mortgage bonds.....	\$5,000.00
Gold Equipment Trust bonds.....	60,000.00
W. C. R. R. first series mortgage bonds.....	612,000.00
Equipment Trust (Pullman Company).....	21,600.00
Equipment Trust (Haskell & Barker Car Co.).....	39,090.00

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. All business handled by the National Express Company, in consideration of which they pay the Wisconsin Central Railway Company a percentage of their gross earnings.

2. Mails are transported in accordance with the rules and regulations of the United States Postoffice Department; compensation fixed by the United States Postoffice Department under Route No. 139061.

3. Sleeping cars are owned jointly with the Pullman Company, by whom they are operated over the lines of the Wisconsin Central Railway Company.

7. In accordance with the terms of contracts made by certain of its predecessors in estate with the Western Union Telegraph Company, materials and labor requisite to keep the telegraph lines in repair are transported without specific charge.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.
See Table XV.

(Page 61.)

STATISTICAL INFORMATION.
See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	42,920	12,794	55,714	4.94
Flour	194,249	5,372	199,621	17.74
Other mill products	31,920	1,135	33,055	2.94
Hay	360	2,072	2,432	.22
Tobacco		101	101	.01
Cotton				
Fruit and vegetables	977	6,120	7,097	.63
Other products of agriculture				
Total	270,426	27,594	298,020	26.48
Products of Animals—				
Live stock	1,810	8,028	9,838	.87
Dressed meats	2,610	1,890	4,500	.40
Other packing house products	661	1,648	2,309	.21
Poultry, game and fish	135	460	595	.05
Wool	59	1,749	1,808	.16
Hides and leather	1,445	3,230	4,675	.42
Other products of animals	891	1,580	2,471	.22
Total	7,611	18,585	26,196	2.33
Products of Mines—				
Anthracite coal		49,340	49,340	4.39
Bituminous coal		152,354	152,354	13.54
Coke		8,097	8,097	.72
Ores				
Stone, sand and other like articles	1,946	3,875	5,821	.52
Other products of mines—Salt		9,987	9,987	.89
Total	1,946	223,653	225,599	20.06
Products of Forests—				
Lumber—Lath and shingles	6,096	132,178	138,274	12.29
Other products of forests	111	57,894	58,005	5.16
Total	6,207	190,072	196,279	17.45
Manufactures—				
Petroleum and other oils	4,760	19,240	24,000	2.13
Sugar	37	9,958	9,995	.89
Naval stores				
Iron, pig and bloom	1,275	4,636	5,911	.53
Iron and steel rails	1,29	20,964	21,093	1.88
Other castings and machinery	429	15,478	15,907	1.40
Far and sheet metal	256	8,997	9,253	.83
Cement, brick and lime	363	20,830	21,193	1.88
Agricultural implements	220	16,412	16,632	1.48
Wagons, carriages, tools, etc.	85	2,718	2,803	.25
Wines, liquors and beers	688	13,288	13,976	1.24
Household goods and furniture	9,989	3,605	5,894	.52
Other manufactures	160	768	928	.08
Total	10,691	136,894	147,585	13.10
Merchandise	12,900	43,992	56,252	5.00
Miscellaneous—				
Other commodities not mentioned above	15,388	159,973	175,356	15.58
Total tonnage—Minnesota	324,524	800,763	1,125,287	100.00
Total tonnage—Entire line	2,950,982	1,446,480	4,397,462	.....

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE	Line Represented by Capital Stock		Line of Property Company	Line operated under lease	Line operated under contract	Line operated under trackage rights	Total Mileage Operated	New Line Constructed during year		Rails	
	Main Line	Branches and Spurs								Iron	Steel
Miles of single track.....	585.09	377.71				50.94	1,022.74			82.09	880.71
Miles of second track.....	20.11					32.42	52.53				20.11
Miles of third track.....						7.65	7.65				
Miles of fourth track.....						7.65	7.65				
Miles of yard track and sidings.....	199.49	74.83					274.32			274.32	
Total mileage operated (all tracks).....	804.69	452.54				107.66	1,364.89			356.41	900.82

B. Mileage of Line Operated by States and Territories (Single Track).

Illinois	48.72	9.63				14.37	72.72			9.63	48.72
Wisconsin	512.68	345.39				28.92	886.99			66.25	791.82
Minnesota	23.69	1.63				16.65	41.97			1.63	23.69
Michigan		21.06					21.06			4.58	16.48
Total mileage operated (single track).....	585.09	377.71				59.94	1,022.74			82.09	880.71

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Illinois	48.72	9.63	58.35		9.63	48.72
Wisconsin	512.68	450.61	963.29		171.47	791.82
Minnesota	23.69	1.63	25.32		1.63	23.69
Michigan		21.06	21.06		4.58	16.48
	585.09	482.93	1,068.02		187.31	880.71

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

State of Minnesota	Line Represented by Capital Stock			Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs					Iron	Steel
Miles of single track.....	23.69	1.63		16.65	41.97		1.63	23.69
Miles of second track.....				16.10	16.10			
Miles of third track.....				7.65	7.65			
Miles of fourth track.....				7.65	7.65			
Miles of yard track and sidings.....	15.67				15.67		15.67	
Total mileage operated (all tracks).....	39.36	1.63		48.05	89.04		17.30	23.69

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	23.69	1.63		16.65	41.97		1.63	23.69
Total mileage operated (single track)....	23.69	1.63		16.65	41.97		1.63	23.69

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	23.69	1.63	25.32		1.63	23.69

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

WISCONSIN, MINNESOTA & PACIFIC RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Wisconsin, Minnesota & Pacific Railroad Company.

2. Date of organization? April, 1894.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, May 23, 1857; March 9, 1867; February 24, 1872; March 1, 1875; March 2, 1883.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. This company was organized in April, 1894, for the purpose of reorganizing the Wisconsin, Minnesota & Pacific Railway Company, originally the Minnesota Central Railway Company, organized pursuant to provisions of chapter 2 of Special Laws of Minnesota of 1857, approved May 23, 1857, and other acts amendatory and supplemental thereof. Property was sold under foreclosure of mortgage November 16, 1893, and acquired by this company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
A. B. Stickney.....	St. Paul, Minn.....	.....
R. C. Wight.....	St. Paul, Minn.....	.....
Kenneth Clark.....	St. Paul, Minn.....	.....
C. A. Stickney.....	St. Paul, Minn.....	.....
L. R. Welles.....	Minneapolis, Minn.....	.....

Total number of stockholders at date of last election? Six.

Date of last meeting of stockholders for election of directors? September 14, 1906.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, C. O. Kalman; title, auditor; address, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office
President	R. C. Wight.....	St. Paul, Minnesota
Vice president	A. B. Stickney.....	St. Paul, Minnesota
Secretary	G. F. Phillee.....	St. Paul, Minnesota
Treasurer	R. O. Barnard.....	St. Paul, Minnesota
Assistant secretary	Homer S. Pace.....	New York City, N. Y.
General solicitor	F. B. Kellogg.....	St. Paul, Minnesota
Auditor	C. O. Kalman.....	St. Paul, Minnesota
General manager	S. C. Stickney.....	St. Paul, Minnesota
Chief engineer	W. H. Chadbourn.....	St. Paul, Minnesota
General superintendent	G. A. Goodell.....	St. Paul, Minnesota
Division superintendent	C. S. Weston.....	Red Wing, Minnesota
General freight agent.....	W. E. Pinckney.....	St. Paul, Minnesota
Assistant general freight agent.....	E. E. Watson.....	St. Paul, Minnesota
General passenger agent.....	J. P. Elmer.....	St. Paul, Minnesota
Assistant general passenger agent.....	R. F. Malone.....	St. Paul, Minnesota
General ticket agent.....	J. P. Elmer.....	St. Paul, Minnesota
Assistant general ticket agent.....	R. F. Malone.....	St. Paul, Minnesota
General baggage agent.....	G. F. Spilman.....	Chicago, Illinois

(Page 9 A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

[For Roads Making Operating Reports.]

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - A. Main line.
 - B. Branches and spurs. (See "Instructions," page 8.)
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
1. A. Wisconsin, Minnesota & Pacific Railroad.....	Mankato	Iowa State Line.....	191.40
	Simpson	Winona	54.30
1. B. Wisconsin, Minnesota & Pacific Railroad.....	Clay Bank Jct.....	Clay Bank	2.10
	Red Wing	Sewer Pipe Works.....	.90
Total			57.10
			248.50

REPORT RAILROAD AND WAREHOUSE COMMISSION

(Page 9.)

PROPERTY OPERATED.

NAME	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Wisconsin, Minnesota & Pacific Railroad.....	Mankato	Red Wing	95.70	.213.90
	Red Wing	Osage, Iowa	118.20	
1. B. Wisconsin, Minnesota & Pacific Railroad.....	Winona	Simpson	54.20	57.10
	Clay Bank Jct.	Clay Bank	2.00	
	Red Wing	Sew Pipe Works.....	.90	
Total				271.00

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract or other agreement, or through ownership of capital stock.

Operated under agreement by the Chicago Great Western Railway Company, which company receives surplus earnings.

(Page 17.)

CAPITAL STOCK.

Common—

Number of shares authorized.....	58,934
Par value of shares.....	\$100.00
Total par value authorized.....	5,893,400.00
Total amount issued and outstanding.....	5,893,400.00

Totals—

Number of shares authorized.....	58,934
Par value of shares.....	\$100.00
Total par value authorized.....	5,893,400.00
Total amount issued and outstanding.....	5,893,400.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for Construction—

Common—

Total number shares issued and outstanding.....	18,384
---	--------

Issued for Reorganization—

Common—

Total number shares issued and outstanding.....	20,000
Total cash realized.....	\$2,000,000.00

Issued for Construction of Road—

Total number shares issued and outstanding.....	20,600
Total cash realized.....	\$2,060,000.00

Totals—

Total number shares issued and outstanding.....	58,934
Total cash realized.....	\$4,060,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation	Time		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	No. of Bonds	Interest	
	Date of Issue	When Due						When Payable	Amount Ac- rued During Year
First mortgage.....	Oct. 1900	Oct. 1950	\$6,232,000.00	\$5,811,000.00	\$5,811,000.00	\$5,811,000.00	4	April & Oct.	\$231,990.00
Total:			\$6,232,000.00	\$5,811,000.00	\$5,811,000.00	\$5,811,000.00			\$231,990.00
Mortgage bonds.....			\$6,232,000.00	\$5,811,000.00	\$5,811,000.00	\$5,811,000.00			\$231,990.00
Grand total.....			\$6,232,000.00	\$5,811,000.00	\$5,811,000.00	\$5,811,000.00			\$231,990.00

(Page 23.)

CURRENT ASSETS AND LIABILITIES.
See Tables IV and IV A.

(Page 25.)

CAPITAL STOCK AND FUNDED DEBT.
See Tables III and III A.

(Pages 27 and 29.)

COST OF ROAD AND EQUIPMENT.
See Table V.

(Page 31.)

INCOME ACCOUNT.
See Table VI.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.
See Table VIII.

(Pages 37 and 29.)

STOCKS OWNED—BONDS OWNED.
See Table XI.

(Page 41.)

RENTALS RECEIVED.
See Table XII.

(Pages 43 and 45.)

OPERATING EXPENSES.
See Tables VII to VII D.

(Page 47.)

RENTALS PAID.
See Table XIII.

(Pages 49 and 51.)

COMPARATIVE GENERAL BALANCE SHEET.
See Tables XIV and XIV A.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Wells-Fargo Express Co., who pay percentage of gross earnings of the Express Company on the line of the Wisconsin, Minnesota & Pacific Railroad.
2. United States Government; compensation based on character of service.
3. With Chicago Great Western Railway Company for furnishing equipment and operating the line, earnings being apportioned on agreed basis.
7. Western Union Telegraph Company.
8. Eureka Telephone Company- Goodhue, Red Wing.
9. With Chicago, Milwaukee & St. Paul Railway for use of terminal facilities at Mankato. Payments made on interest valuations.

(Page 59.)

EMPLOYES AND SALARIES--STATE OF MINNESOTA.

See Table XV.

(Page 61.)

STATISTICAL INFORMATION.

See Table XVIII.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

[Company's Material Excluded.]

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and Other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain			24,252	17.43
Flour			13,733	9.87
Other mill products			1,475	1.06
Hay			1,197	.86
Tobacco				
Cotton				
Fruit and vegetables			4,077	2.93
Other products of agriculture				
Total			44,734	32.15
Products of Animals—				
Live stock			8,195	5.89
Dressed meats			2,449	1.76
Other packing house products			4,188	3.01
Poultry, game and fish			292	.21
Wool			97	.07
Hides and leather			334	.24
Other products of animals			1,544	1.11
Total			17,099	12.29
Products of Mines—				
Anthracite coal				
Bituminous coal			21,246	15.27
Coke			403	.29
Ores				
Stone, sand and other like articles			9,447	6.79
Other products of mines				
Total			31,096	22.35
Products of Forests—				
Lumber			7,861	5.63
Other products of forests			3,993	2.87
Total			11,854	8.52
Manufactures—				
Petroleum and other oils			2,963	2.13
Sugar			932	.67
Naval stores				
Iron, pig and bloom			737	.53
Iron and steel rails			515	.37
Other castings and machinery			1,697	1.22
Bar and sheet metal			105	.14
Cement, brick and lime			4,243	3.05
Agricultural implements			779	.56
Wagons, carriages, tools, etc.			681	.49
Wines, liquors and beers			543	.39
Household goods and furniture			1,044	.75
Other manufactures				
Total			14,329	10.30
Merchandise			9,643	6.93
Miscellaneous—				
Other commodities not mentioned above			10,380	7.46
Total tonnage—Minnesota			139,135	100.00
Total tonnage—Entire line			521,682	100.00

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Table XVI.

REPORT RAILROAD AND WAREHOUSE COMMISSION

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	213.90	57.10	.....	271.00	.....	•	•
Miles of yard track and sidings.....	30.69	7.40	.....	38.41	.....	•	•
Total mileage operated (all tracks).....	244.59	64.50	.....	309.41	.59	•	•

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	191.40	57.10	.....	248.50	.....	•	•
Iowa	22.50	.....	.....	22.50	.....	•	•
Total mileage operated (single track)....	213.90	57.10	.....	271.00	.....	•	•

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	191.40	57.10	248.50	.....	•	•
Iowa	22.50	.....	22.50	.....	•	•
Total mileage owned (single track).....	213.90	57.10	271.00	.....	•	•

*All steel.

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

Line in use	Line Represented by Capital Stock		Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs				Iron	Steel
Miles of single track.....	191.40	57.10	.....	248.50	.....	•	•
Miles of yard track and sidings.....	27.62	7.40	.....	35.34	.....	•	•
Total mileage operated (all tracks).....	219.02	64.50	.....	283.84	.....	•	•

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	191.40	57.10	.....	248.50	.....	•	•
Total mileage operated (single track)....	191.40	57.10	.....	248.50	.....	•	•

C. Mileage of Line Owned by States and Territories (Single Track).

State of Minnesota	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	191.40	57.10	248.50	.....	•	•

*All steel.

(Page 71.)

ACCIDENTS TO PERSONS IN MINNESOTA.

See Tables II, II A and II B.

(Page 77.)

AMOUNT PAID OR ALLOWED FOR USE OF ROLLING STOCK.

See Table XVII.

INDEX.

A.

	Page
Abandonment of railroads.....	45
Accidents to persons in Minnesota.....	10
Accrued interest, all companies in Minnesota.....	7

ANNUAL REPORTS OF RAILROAD COMPANIES—

(Following page 216.)

Canadian Northern Railway Company.....	224
Minnesota & Manitoba Railroad Company.....	217
Chicago & North-Western Railway Company.....	237
Chicago, Burlington & Quincy Railroad Company.....	259
Chicago Great Western Railway Company.....	275
Chicago, Milwaukee & St. Paul Railway Company.....	290
Chicago, Rock Island & Pacific Railway Company.....	307
Chicago, St. Paul, Minneapolis & Omaha Railway Company..	325
Dubuque & Sioux City Railroad Company (Illinois Central)..	338
Duluth & Iron Range Railroad Company.....	350
Duluth & Northeastern Railroad Company.....	360
Duluth & Northern Minnesota Railway Company.....	367
Duluth Belt Line Railway Company.....	374
Duluth, St. Cloud, Glencoe & Mankato Railway Company.....	379
Duluth, Missabe & Northern Railway Company.....	386
Duluth, South Shore & Atlantic Railway Company.....	397
Duluth Terminal Railway Company.....	408
Duluth, Rainy Lake & Winnipeg Railway Company.....	415
Eastern Railway Company of Minnesota.....	423
Great Northern Railway Company.....	431
Green Bay & Western Railroad Company.....	447
Iowa Central Railway Company.....	455
Mason City & Fort Dodge Railroad Company.....	466
Minneapolis & Rainy River Railway Company.....	477
Minneapolis & St. Louis Railroad Company.....	487
Minneapolis Eastern Railway Company.....	499
Minneapolis, Red Lake & Manitoba Railway Company.....	508
Minneapolis, St. Paul & Sault Ste. Marie Railway Company...	515
Minneapolis Western Railway Company.....	528
Minnesota & Great Northern Railway Company.....	536
Minnesota & International Railway Company.....	542
Minnesota & North Wisconsin Railroad Company.....	551

ANNUAL REPORTS OF RAILROAD COMPANIES—Cont.

Minnesota Transfer Railway Company.....	560
Northern Pacific Railway Company.....	568
Park Rapids & Leech Lake Railway Company.....	584
Railway Transfer Company of Minneapolis.....	592
St. Paul, Minneapolis & Manitoba Railway Company.....	598
Willmar & Sioux Falls Railway Company.....	606
Winona Bridge Railway Company.....	616
Wisconsin Central Railway Company.....	626
Wisconsin, Minnesota & Pacific Railroad Company.....	638
Application by "Soo" Railway Company to abandon certain lines.....	46
Applications and complaints, synopsis of.....	13
Applications for depots and depot service.....	57
Applications for elevator sites	61
Applications for exemption from Chapter 232, G. L. 1907, commodity rates	37
Applications for exemption from merchandise rates order.....	36
Applications for platforms	60
Applications for sidetracks	61
Applications for train service	63
Applications for "wye" connections	62
Application to close Alden Lake branch of Minnesota & North Wisconsin Railway	49
Applications to close depots.....	60

ATTORNEY GENERAL'S OPINIONS—

As to whether the Commission can require companies to furnish telegraph facilities at stations.....	132
Whether railroad companies can be compelled to carry passengers' baggage on same train on which they travel.....	133
As to violation by the Minnesota Transfer Railway Company of Chapter 176, R. L. 1905.....	135
Whether a railway company can be compelled to switch cars of freight from another line for delivery on its own terminals.....	136
As to power of the Commission to order in track connections between railways without proof of necessity for same....	137
As to power of Commission to authorize two different rates on same commodity between the same stations.....	137
As to whether the elevator of James Quirk Milling Co., at Waterville, is a public elevator under the statute.....	138
As to the legality of a certain switching charge imposed by the Minnesota Transfer Railway Company.....	139
Status of potato warehouses in connection with Section 2006, R. L. 1905, relating to sidetracks.....	140

ATTORNEY GENERAL'S OPINIONS—Cont.

Interstate shipments held to retain their interstate character until after actual delivery to consignee.....	141
Necessity for uniform adoption by all express companies of express classifications	142
Liability of country grain warehousemen in making deliveries on warehouse receipts.....	142
As to jurisdiction under Section 1, Chapter 333, G. L. 1907, relating to fences and cattle guards.....	143
As to jurisdiction of Commission in connection with overhead crossings	143
Construction of Sections 2038 and 2039, R. L. 1905, relating to abandonment of railways.....	145
As to jurisdiction of Commission over question of approaches to a public warehouse located on right of way.....	145
Right of express companies to handle consignments of fruit..	146
Constitutionality of Chapter 253, G. L. 1907, relating to the hours of service of railroad employes.....	147
As to legality of practice by country grain warehousemen to exact dockage on grain purchased.....	148
As to power of supervision by the Commission over suburban electric railways	148
Right of railway companies to collect penalty for failure to purchase passenger tickets.....	149

B.

Baggage regulations, complaint of U. C. T. Ass'n concerning same.	118
Beaudette depot	88
Beaudette sidetrack	93
Belle Prairie depot.....	87
Best, E. C. & Co. vs. Terminal Dispatch Ass'n, time allowed for reconsigning fruit	127
Big Fork & International Falls Railway, inspection of.....	44
Bridgeman & Russell, complaint of milk and cream rates.....	32

C.

Canadian Northern Railway Company, exemption from merchandise rates schedule.....	36
Capital stock and funded debt.....	10
Capital stock, increases in.....	50
Capital stock, laws regarding increasing same.....	50
Car shortage complaints, list of.....	77
Central Warehouse Company, switching rates.....	112
Chapter 232, G. L. 1907, exemptions from.....	37

	Page
Chicago, Burlington & Quincy Railroad Company, exemption from commodity rates law.....	41
Citizens of Hastings, petition for interchange switching arrangements	129
Citizens of Tenstrike vs. Minnesota & International Railway Company, dangerous crossing.....	125
Claims and overcharges.....	68
Commission merchants, complaints against.....	64
Commission, organization of.....	11
Commission, work of the.....	13
Commodity "in" rates, country terminals.....	26
Commodity rates law, exemptions from.....	37
Complaints and applications, synopsis of.....	13
Complaints, miscellaneous	81
Complaint of Bridgeman & Russell, milk and cream rates.....	32
Complaints of car shortage.....	55
Complaints of delay in moving cars.....	73
Complaints regarding depots	57
Complaints regarding elevator sites.....	61
Complaints regarding platforms	60
Complaints regarding sidetracks	61
Complaints regarding train service.....	63
Complaints regarding "wyes".....	62
Complaints vs. Commission Merchants.....	64
Cream and milk rates.....	32
Crookston Marble Works vs. Northern Pacific Express Company, collections on commercial paper.....	121
Curtailment of report.....	10

D.

Dalton, J. R., Granada, validity of pass issued under contract.....	122
---	-----

DEPOTS AND DEPOT SERVICE—

Erhard	57
Syre	57
Lakeland	57
Graceton	57
Thielman	57
Porter	57
Wheaton	57
Montevideo	57
Wright	57
Barker	57
Latona	57
Biscay	57
Lonsdale	57
Magnolia	58

DEPOTS AND DEPOT SERVICE—Cont.

South Minneapolis.....	58
Belle Prairie.....	58
Biscay	58
Haupt	58
Hackensack	58
Grasston	58
Echo	58
Wykoff	58
Kewatin	58
Stockwood	58
Fridley	58
Muskoda	59
Belview	59
Hastings	59
Flaming	59
Strathcona	59
Beaudette	59
Williams	59
Sauk Centre.....	59
Miltona	59
Constance	59
Huson	59
Cedar	59
Andover	59

DEPOTS AND DEPOT SERVICE, FORMAL CASES—

South Minneapolis.....	87
Belle Prairie.....	87
Beaudette	88
Williams	88

DEPOTS, APPLICATIONS TO CLOSE SAME—

Crystal Bay.....	60
Armstrong	60
Childs	60
Mahtomedi	60
Spring Park.....	60
Minnetonka Beach.....	60

Depots and depot service, applications for.....	57
Depots and depot service, formal cases.....	87
Depots, applications to close same.....	60
Deficits, entire lines.....	99
Definition of "Terminal Points".....	43
Delay in moving cars, complaints.....	73
Demurrage law, terminal points defined.....	43

	Page
Distributing rates, Wadena.....	24
Dividends paid, all companies.....	7
Draymen's Association, Minneapolis, unreasonable rules for receiving freight	117
Duluth & Northeastern Railroad Company, exemption from commodity rates law.....	42
Duluth-Fond du Lac train service.....	103

E.

Earnings, gross, for entire lines in Minnesota.....	6
---	---

ELEVATOR SITES—

Hancock	61
Cambridge	61
Ellendale-Owatonna sidetrack case.....	90
Expenses, operating, all lines in Minnesota.....	6
Express rates, general investigation of.....	31
Express rates cases, miscellaneous.....	67
Express rates on milk and cream.....	32

F.

Fermoy to Kelly Lake, branch Great Northern Railway, inspection of	45
Firestone, Jacob, switching rate on old paper.....	108
Fond du Lac-Duluth train service.....	103

FORMAL CASES, LIST OF—

Depots and depot service.....	87
Platforms	89
Rates	105
Sidetracks	90
Train service	98
Wyes	94
Funded debt and capital stock.....	10

G.

General investigation of express rates.....	31
Grain Inspection Department.....	11
Grain legislation recommended.....	12
Gross earnings, Minnesota.....	6
Gross earnings, taxation of.....	8
Gross earnings, tax litigation.....	51

H.

Hackney, Hon. J. M., St. Paul, free express delivery in Midway district	125
Hastings switching case.....	129
Hay and straw minimums.....	105

I.

Income of railways in Minnesota from operation.....	7
Increased mileage in Minnesota.....	5
Increases in capital stock.....	50
Index to statistical tables.....	150
"In" rates on commodities to country terminals.....	26
Inspection Department, Grain.....	11
Inspection of Big Fork & International Falls Railway.....	44
Inspection of Fermoy-Kelly Lake branch Great Northern Ry.....	45
Inspection of new railways.....	44
Inspection of railway track scales.....	53
Interest accrued on funded debt, etc.....	7
Interlocking plants	55
Investigation of general express rates.....	31
Investigation of milk and cream express rates.....	32

L.

Legislation recommended	11
Lewis, W. F., St. Paul, oppressive baggage regulations.....	118
Litigation, gross earnings taxes.....	51
Live stock shipments, complaint of delay at South St. Paul.....	128
List of rate cases.....	65
Loading platforms	60
Log Shippers vs. Northern Pacific Railway Company.....	119

LOFTUS-HUBBARD ELEVATOR COMPANY—

Hay and straw minimums.....	105
Switching rates to State Fair Grounds.....	111
Discrimination in passenger rates to Twin Cities.....	111

M.

Merchandise and commodity rates cases, review of.....	20
Merchandise rates order, Sept. 7th, 1906, exemption from.....	36
Mileage of railroads, Minnesota.....	5
Milk and cream rates.....	32
Minnesota & International Railway, exemption from commodity rates law	41

	Page
Minnesota & North Wisconsin Railway, application to close Alden Lake branch	49
Minneapolis & Rainy River Railway Company, exemption from commodity rates law.....	37
Minneapolis, Red Lake & Manitoba Railway, exemption from commodity rates law.....	40
Minneapolis, St. Paul & Sault Ste. Marie Railway Company, abandonment of certain lines.....	46
Minnesota Surveyors' & Engineers' Society, oppressive baggage rules	122
Miscellaneous complaints, list of.....	81
Minnesota Transfer Railway Company, application for new switching rates	114

MISCELLANEOUS COMPLAINTS, FORMAL—

Draymen's Association, Minneapolis.....	117
Wm. F. Lewis, St. Paul.....	118
Log Shippers vs. Northern Pacific Railway.....	119
N. W. Marble Works, Crookston.....	121
J. R. Dalton, Granada.....	122
Minnesota Surveyors' Association.....	122
Hon. J. M. Hackney, St. Paul.....	125
Citizens of Tenstrike.....	125
E. C. Best & Co., Minneapolis.....	127
Live Stock Shippers, South St. Paul.....	128
Hastings switching case.....	129
Moonan, John, grain rates at Waseca.....	109

N.

Net income, railroads in Minnesota.....	7
New interlocking plants.....	55
New railways, inspection of.....	44
New Ulm "wye".....	94
Northwestern Marble Works vs. Northern Pacific Express Co.....	121

O.

Opening of Big Fork & International Falls Railway.....	44
Opening of Fermoy-Kelly Lake branch, Great Northern Railway..	45
Operating expenses, all lines in state.....	6
Organization of the Commission.....	11
Overcharges and claims, list of.....	68

Page.

P.

Pennock platform	89
Petitions for depots and depot service.....	57
Petitions for elevator sites.....	61
Petitions for permission to close depots.....	60
Petitions for platforms.....	60
Petitions for sidetracks.....	61
Petitions regarding train service.....	63
Petitions for wyes.....	62

PLATFORMS, LOADING AND UNLOADING—

Pennock	60
Radium	60
Grampian	60
Swift	60
Lengby	60
Benson	61
Holmes	61
Nymore	61

PLATFORM CASES, FORMAL—

Pennock	89
Swift	90
Preston train service.....	98

R.

Railroad and Warehouse Commission, organization of.....	11
Railroad companies, annual reports.....	217
Railroad mileage in Minnesota.....	5
Railroads of Minnesota, work of valuing same.....	14
Railway legislation recommended.....	11
Railways, new, inspection of.....	44
Railway track scales, inspection of.....	53

RATE CASES, FORMAL—

Loftus-Hubbard Elevator Company, hay minimums.....	105
Jacob Firestone, rates on old paper.....	108
John Moonan, grain rates.....	109
Loftus-Hubbard Company, switching to State Fair Grounds ..	111
Loftus-Hubbard Company, discrimination in passenger rates..	111
Central Warehouse Company, switching rates.....	112
Minnesota Transfer Railway Company, switching rates.....	114
Wells-Fargo Express Company, classification of acids and bat- teries	116

	Page
Rate cases, list of.....	65
Rates, distributing	24
Rates, express	67
Rates into country terminals.....	26
Rates, merchandise and commodity, review of.....	20
Rentals paid, all companies.....	7
Registration Department, Grain.....	11
Recommendations for new legislation.....	11
Reno-Isinours train service.....	98
Report, special features of.....	14
Review of rate cases.....	20
Reasonableness of express rates, investigation into.....	31
River division (C. M. & St. P. Ry.) train service.....	100
Rochester "wye" case.....	96
Rochester-Winona train service.....	101
Roosevelt sidetrack	94

S.

Shippers of live stock, South St. Paul, complaint of delayed train service	128
Shippers of Logs vs. Northern Pacific Railway and Minnesota & International Railway, refusal to transport logs.....	119
Shortage of cars, list of cases.....	77

SIDETRACKS, MISCELLANEOUS CASES—

Ude	61
Wright	61
Melvin	61
Mile Post 275.....	61
Ellendale-Owatonna	61
Beaudette	61
Milaca	61
Williams	62
Swift	62
Roosevelt	62
Big Lake.....	62
Barrett	62
Stockwood	62
Grayling	62
Newport	62
Doran	62
Rochester	62

SIDETRACK CASES, FORMAL—

Wright-Tamarack	92
Ellendale-Owatonna	90
Beaudette	93
Williams	92
Swift	93
Roosevelt	94
Sites for elevators	61
"Soo" Railway Company, application to abandon certain lines	46
South Minneapolis depot	87
Special features of Annual Report	14
Station buildings and service	57
Statistical tables, index	150
Surplus, entire lines	8
Swift platform	90
Swift sidetrack	93
Synopsis of year's work of the Commission	13

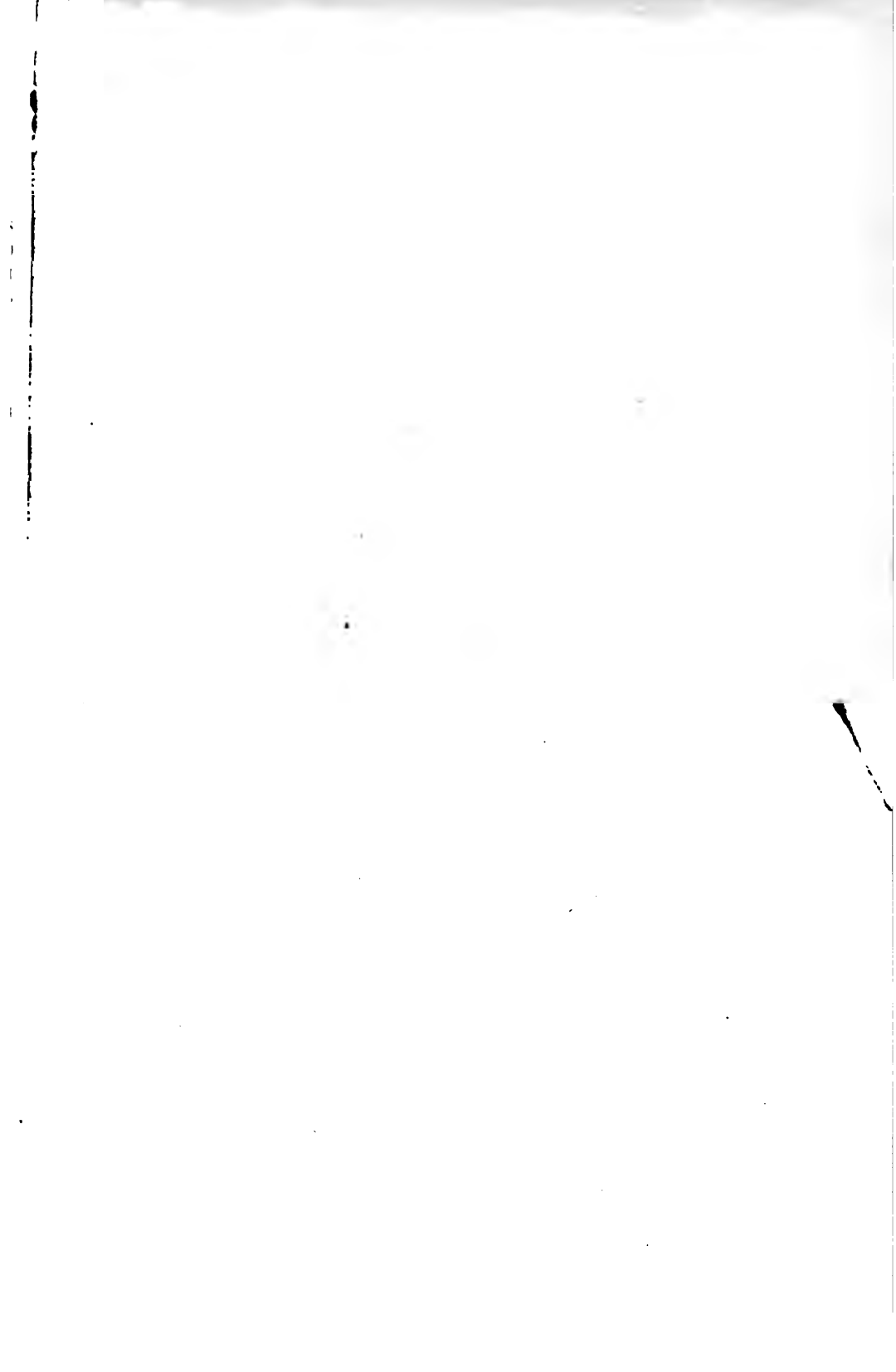
T.

Tariff and rate cases	65
Taxes, all companies	8
Tax litigation, gross earnings	51
Terminal points defined	43
Track scales, railway, inspection of	53

TRAIN SERVICE CASES—

Preston	63
Lakeville	63
River Division, C. M. & St. P. Ry	63
Twin Valley	63
Fond du Lac-Duluth	63
McGregor	63
Minneapolis-Minnetonka	63
Chester	63
Rochester-Winona	63
Bruno	64
Swan River	64
Bongard	64
Mazeppa	64
Castle Rock	64
Osseo	64

	Page
TRAIN SERVICE CASES, FORMAL—	
Reno-Isinours	98
River Division, C., M. & St. P. Ry.	100
Rochester-Winona	101
Fond du Lac-Duluth	105
 V. .	
Valuation of railways, Minnesota	14
 W.	
Wadena distributing rates	24
Wells-Fargo Express Company, classification of acids, etc.	116
Weighing Department, Grain	11
Williams depot	88
Williams sidetrack	92
Work of the Commission	13
Wright-Tamarack sidetrack case	93
Wyes, petitions for	62
 WYE CASES, FORMAL—	
New Ulm	94
Rochester	96





HARVARD LAW LIBRARY

GIFT OF

Bureau of Railway Economics Library

Received NOV 23 1915

